



LAND REDEVELOPMENT COMMITTEE

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Date: 3 August 2026
Item 2.1: Lot 40, 41, 42 (No. 7, 9, 11) King William Street, Bayswater – Nine Storey Mixed Use (Social and Affordable Housing) Development
Submitted by: Conor Ward

Information

Project Area: METRONET East Bayswater Project Area
Location: Lots 40, 41, 42 (No. 7, 9 and 11) King William Street, Bayswater
Owner: CHL Property Ltd
Applicant: Urbis on behalf of CHL and PARC Developments
Proposal: Nine Storey Mixed Use (Social and Affordable Housing) Development

Purpose

For the Midland Land Redevelopment Committee to consider an application for a Nine Storey Mixed Use (Social and Affordable Housing) Development at Lots 40, 41, 42 (No. 7, 9 and 11) King William Street, Bayswater.

Location Plan



Recommendation

That the Midland Land Redevelopment Committee approves the Nine Storey Mixed Use (Social and Affordable Housing) Development at Lots 40, 41 and 42 (No. 7, 9 and 11) King William Street, Bayswater, subject to the recommended conditions and advice notes.

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Attachment 1

PLANNING ASSESSMENT

Proposal

On 6 May 2026, a development application was received for a Nine Storey Mixed Use Development at Lots 40, 41, 42 (No. 7, 9 and 11) King William Street, Bayswater (the subject site). The subject site is located within the Core Precinct of the Bayswater Project Area. The development application comprises:

- a commercial tenancy (café), community housing provider office, and resident amenity area at ground level;
- 72 dwellings (52 social and 20 affordable) comprising 36 single-bedroom dwellings and 36 two-bedroom dwellings across Levels 1 to 8;
- 22 resident and 2 commercial parking bays (24 total) accessed from the rear right of way; and
- a pedestrian link and communal open spaces located along the north-western boundary.

Refer to Appendix 2 – Development Plans

The proposal is a community housing development, led by Community Housing Limited (CHL). The proposal has qualified for funding to deliver social and affordable housing as part of the Housing Australia Future Fund (HAFF) program. HAFF is a Federal Government Initiative to support the delivery of 20,000 new social and 20,000 new affordable homes across Australia over five years. The HAFF funding will support 52 social and 20 affordable dwellings, managed by CHL, prioritising a diverse resident mix to support a balanced, inclusive community.

The affordable housing units will provide stable long-term rental housing for low to moderate income earners, capped at a maximum of 74.9% of the market rental for the area. Social housing tenants are low to very low-income earners sourced from the 'Public Housing Waitlist' addressing one of the State Government's priorities of ensuring every Western Australian has access to a home.

Previous Midland LRC Consideration

At its briefing session on 8 June 2026, the Midland Land Redevelopment Committee (LRC) considered the application and identified the following matters for further consideration:

- demonstrating adequate light and amenity outcomes to habitable rooms, whilst balancing privacy and acoustic outcomes;
- refinement of the pedestrian link between King William Street and the Right of Way (ROW) to the rear;
- provide greater articulation and materiality to the tower façade, particularly fronting King William Street;
- inclusion of a canopy to King William Street; and
- detailing the community benefits expected to be delivered by the proposal.

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The applicant provided a revised submission on 10 July 2026 which responded to the above matters through:

- refinement of the internal breezeway, corridor, and external staircase design to improve light, privacy, and acoustic considerations;
- modifications to the pedestrian link to improve legibility and usability with additional information provided regarding its connectivity to the wider area and possible maintenance arrangements;
- refinement and confirmation of the colour and material palette and introduction of an awning to the King William Street frontage;
- modifications to the tower façade including balustrading, materiality, and openings; and
- consolidation of landscaping areas with a clear hierarchy, clarification and delineation of spaces provided.

Conditions and Advice Notes are recommended to ensure the design response to the LRC's previous feedback is documented at working drawings (planning conditions) clearance stage through to delivery.

Assessment

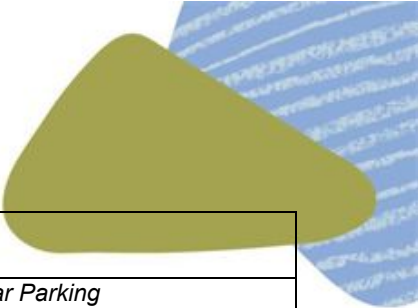
The proposed development is generally consistent with the METRONET East Redevelopment Scheme (Scheme), applicable METRONET East Development Policies, Bayswater Design Guidelines (the Design Guidelines), and the Residential Design Codes – Volume 2 (R-Codes).

The proposal is aligned with the Vision and Objectives of the Scheme, which seeks to create sustainable, well-integrated development that enhances the character and urban efficiency of the Bayswater Town Centre. The proposal provides for 72 new social and affordable dwellings and a Restaurant/Café, delivering increased residential density, housing diversity, activation, and community infrastructure within the Bayswater Town Centre.

The following matters are further discussed as alternative design solutions to the envisioned outcomes.

Element	Design Guidelines/ Policy Provision	Proposed	Outcome
Building Height	Lower Base 2 storeys (7m)	Lower Base 2 storeys (8m)	Lower Base: + 1m
	Overall 8 storeys (25m)	Overall 9 storeys (30.2m)	Overall: + 1 storey (+5.2m)
Tower Footprint	Tower footprint: 35% (515m ²)	Levels 6-8: 65% (955m ²)	+ 35% (440m ²)
Tower Setbacks / Visual Privacy	Street Setback: 6m	Street setback: 3m	Street Setback: -3m
	Side setback: 9m	Side setback: 3m to 5.5m	Side Setbacks: -3.5m to -6m
	Rear setback: 9m	Rear setback: 3m	Rear Setback: -6m
Solar and Daylight Access	Minimum 70% of dwellings obtain at least 2 hours direct	60% achieved	-10%

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	sunlight between 9am and 3pm on 21 June		
Car and Bicycle Parking - Residential	<i>Car Parking</i> 63 bays <i>Visitor Car Parking</i> 11 bays <i>Bicycle bays</i> 72 bays	<i>Car Parking</i> 22 bays <i>Visitor Car Parking</i> Nil bays <i>Bicycle bays</i> 32 bays	<i>Car Parking</i> -41 bays <i>Visitor Car Parking</i> -11 bays <i>Bicycle bays</i> -40 bays

Under Section 1.5 Discretionary Clause of the Design Guidelines, an application may be approved where it has departed from the acceptable development criteria, and where the alternative solution:

- meets the relevant Character Statements/Objectives of the Design Guidelines;
- achieves Design Excellence determined by the appointed Design Review Panel with consideration of the Design Excellence guiding framework as outlined in Appendix 2 of the Design Guidelines;
- delivers additional community, economic and environmental benefits beyond that required by the Development Policies; and
- is consistent with Clause 5.19 Determination When Non-Compliant of the Scheme.

The development responds appropriately to the Vision and Character Statement of the Bayswater Design Guidelines through a high-quality mixed-use development comprising active ground floor uses and 72 social and affordable dwellings adjacent to public transport.

The built form has been carefully designed to balance key considerations of height, massing, and heritage, providing an appropriate transition between the higher density Core Precinct and the lower scale Frame Precinct to the south-east and Bayswater Character Protection Area to the south-west. The development acknowledges the contributory value of heritage buildings, reinterpreting established elements of built form, materiality, rhythm and scale to reinforce the character of the Bayswater Town Centre.

As per Clause 3.5 of the Design Guidelines, developments which propose variations to the 'Acceptable Outcomes' in relation to Chapter 4 – Specific Development Requirements of the Design Guidelines are to demonstrate Design Excellence. While the proposal seeks minor discretion to the preferred height and massing outcomes, comprising nine storeys in lieu of eight storeys and a linear rather than tiered building form, it has been subject to a comprehensive and iterative design review process. This has resulted in substantial refinements to the building presentation, pedestrian experience, landscaping, material palette and overall amenity of the development.

The Design Review Panel Chair acknowledged these improvements and concluded that, subject to targeted refinements primarily relating to the internal breezeway, the proposal is capable of achieving a high-quality built form outcome suitable for its context and intended social and affordable housing use. As such, the proposal is considered to achieve the design excellence objectives sought by the Guidelines and State Planning Policy 7.0.

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Whilst not a direct planning framework consideration, the development must also respond to the operational and funding requirements associated with the delivery of a 72-dwelling HAFF project. In this regard there is limited flexibility to materially reduce dwelling numbers or alter the housing mix without compromising the intended housing outcomes and the opportunity to leverage HAFF funding. On balance, the development is considered to achieve an appropriate planning outcome, capable of consideration under Section 1.5, while maintaining the intended housing yield and associated public benefit.

The proposal delivers significant community, economic and environmental benefits, commensurate with the alternative outcomes sought through:

- a built form outcome that is responsive to the Bayswater centre context, with a clearly defined ground plane, active commercial land use, a pedestrian link, canopy treatment, façade articulation, and material palette that reinforces the fine grain character of King William Street;
- delivers much needed social and affordable housing, providing an important community benefit beyond standard development outcomes, supporting social inclusion, and enabling a broader range of households to live close to public transport, services, and employment opportunities;
- all dwellings have been designed to a Silver Level Standard under the Liveable Housing Australia Guidelines, ensuring dwellings are appropriately accessible and readily adaptable to allow tenants to age in place;
- the high-quality public realm created with the alfresco space to King William Street, and pedestrian link creates a sense of community and opportunities for passive recreation for the public with seating, BBQ spaces, and landscaping.
- enhanced environmental outcomes through the conservation of the existing Jacaranda Tree as a significant environmental feature;
- promoting development and economic activity and acting as a catalyst for investment in the Bayswater Town Centre; and
- a 5 Star Green Star rating demonstrating sustainable design, supported by sustainable transport integration through the provision of bicycle bays and EV charging points, water efficiency, landscape provision, reduced car dependence, and an expansion strategy for the rooftop solar infrastructure.

The development is consistent with the Vision and Objectives of the Scheme, does not result in unreasonable impacts on adjoining properties or the public realm, with revised plans and additional information satisfactorily addressing consultation and design review feedback. On balance, the development satisfies the character, design quality and public benefit tests of Section 1.5 and is consistent with Clause 5.19 of the Scheme.

Design Review Panel

As noted above, the application has been through an iterative design review process, with pre-lodgement plans reviewed on 20 March and 7 May 2026 and development application plans reviewed on 23 June 2026.

Final amended plans and additional information were received on 10 July 2026 in response to outstanding planning, referral and Design Review Panel matters. Following review, the DRP Chair acknowledged the improvements made in response to previous feedback, including refinements to materiality, façade detailing, the street interface, landscaping, and

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communal areas. These amendments improved the overall amenity of the development and strengthened its relationship with the surrounding context.

The Chair noted that the internal breezeway environment required further design resolution, particularly in relation to natural light, visual privacy and acoustic privacy for apartments. Further refinements were sought to improve amenity for habitable rooms and strengthen the development's internal amenity. The further refinements raised by the Chair are acknowledged, however, the breezeway design is considered to satisfy the relevant planning provisions as an alternative outcome with an appropriate built form to be delivered in terms of height, massing and materiality, and is supported.

In response to the DRP feedback, conditions and advice notes are recommended to ensure that design quality is maintained, particularly through the selection of high quality and durable materials and finishes, together with further consideration of internal design details for the breezeway area, as detailed design progresses.

Refer Appendix 3 – Design Review Panel Advice Note and Addendum

DevelopmentWA's consideration of the proposal is further provided below.

Bayswater Design Guidelines

Building Height

The proposed building height of 9 storeys (up to 30.2 metres), and Lower Base height (up to 8 metres), is considered to be well suited to the vision for the King William Street Precinct and consistent with the Objectives of the Design Guideline as follows:

- the proposed height is appropriate within the Core Precinct, providing for a transition between the envisaged height of 10 storeys around Bayswater Station and No. 1 King William Street to the north-west, and the existing and anticipated lower-scale development of 6 to 8 storeys to the north-east, south, and east;
- the building mass is predominantly located towards King William Street and the right of way, to provide articulation along the side boundaries and to maintain outlook, natural light access, and ventilation to lower-density properties;
- the building height responds to the slope of the site which falls significantly from the right of way to King William Street with a height of eight storeys at the right of way, and presenting as nine storeys to King William Street;
- the overshadowing from the development is generally consistent with a compliant scheme under the Design Guidelines;
- a human scale podium is provided along the street edges to mitigate the visual impact of the tower component, with a fine grain commercial frontage and public realm activation that responds to the established and prevailing main street context;
- the tower element is integrated into the upper base and uses complementary architectural treatments to mitigate the impact of height and building bulk;
- supporting heritage justification has been provided acknowledging demolition of the contributory building, with the design effectively reinterpreting the street's built form, materiality, rhythm, scale, and character to reinforce the existing town centre context; and

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- the alternative height and built form proposed is supported by the Design Review Panel as an acceptable outcome that remains in alignment with the intent of the Guidelines and is contextually appropriate.

Built Form and Scale

The Design Guidelines provided for a tiered building form comprising of distinctive 'lower base,' 'upper base' and 'tower' elements. The proposal has been designed to achieve a more linear form, with a defined podium (Ground and Level 1) and tower element (Levels 2 – 8) which have a consistent floorplate and alignment. As such, the proposal seeks alternative outcomes to the Design Guidelines for lot boundary setbacks, visual privacy setbacks, and tower footprint. The outcomes are considered consistent with the King William Street Precinct and Objectives as follows:

- the impact of the tower floorplate is mitigated through the articulation of the façade with openings and high quality materiality also providing for visual interest;
- an increased setback is provided to the lower base helping to balance the height of the tower whilst creating a human-scale and engaging street edge along King William Street;
- whilst the setbacks are reduced from Levels 4 to 8 to the side boundaries the development does not result in overlooking or privacy implications in the context of the planning framework and noting the development adjoins commercial properties;
- the setbacks achieve sufficient separation for ventilation to habitable rooms and the resultant overshadowing outcomes are consistent with the planning framework ensuring there is no adverse impact to adjoining properties or the public realm; and
- the alternative massing and built form outcomes are supported by the Design Review Panel with conditions and advice notes recommended to ensure the development delivers a high quality built form and amenity outcome to the street and adjacent properties.

Solar and Daylight Access

The development proposes an alternative outcome to solar and daylight access to apartments, with 60% of dwellings receiving at least 2 hours direct sunlight, which is considered consistent with Objectives of Element 4.1 of the R-Codes as follows:

- in response to the site's north-west orientation, the proposal incorporates an internal breezeway and substantially sized voids which provide for daylight access, outlook, and natural ventilation to habitable rooms of some apartments;
- the development has been carefully informed by a lighting analysis to ensure the habitable rooms of apartments abutting the internal breezeway meet and exceed the National Construction Code (NCC) requirements and 5 Star Green Star-aligned principles; and
- the building incorporates shading, recessed balcony areas, and façade articulation to manage heat gain and glare without unreasonably compromising winter solar access.

Additionally, the internal breezeway has also been designed to address privacy and acoustic considerations as per the R-Codes, with a minimum 5 metre separation from habitable rooms) to the circulation corridor (minimum 1.5m required) and with double glazed windows provided. Planters up to 1.1 metres and privacy film are provided to major openings to habitable rooms adjoining the breezeway, to provide for enhanced privacy.

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Conditions and advice notes are recommended to address DRP feedback regarding solar and daylight access to ensure a suitable level of amenity for residents.

Car and Bicycle Parking

The proposal seeks to reduce the overall provision of car and bicycle parking bays for residents and visitors. The provision of on-site bicycle and car parking bays is considered consistent with the Objectives of the Design Guidelines as follows:

- the proposed car parking is sufficient to accommodate the anticipated requirements for residents and visitors given the highly walkable proximity to Bayswater Station, bus services, and connectivity to a shared path network. The total number of parking bays is supported by a Transport Impact Statement that demonstrates the parking provision is appropriate for the scale of the development in this location and will not detrimentally reduce access to street and parking bays adjacent to the site;
- the proposed ratio of 0.3 residential bays per dwelling is aligned with comparable affordable and social developments being delivered within metropolitan Perth;
- a parking utilisation study was undertaken and submitted in relation to the public car park and on-street car parking which concluded there was sufficient capacity to provide for additional parking demands, including anticipated peak periods, in relation to the development;
- parking is obscured from public view with access from the rear right of way, providing opportunities for streetscape activation and landscaping and is designed and managed to minimise queuing; and
- the development supports active and sustainable transport through ground floor bicycle parking, EV charging provision, and storerooms capable of accommodating active transport devices, with capacity for an additional 32 bicycle bays within the residential storerooms, secured by a condition which is supported by the applicant.

Conditions are recommended for additional on-site bicycle parking, and provision a Parking, Service and Delivery Management Plan that addresses the allocation of parking bays.

Development Policies

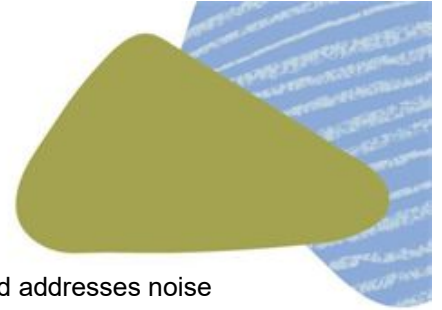
The proposal has been assessed against the applicable METRONET East Development Policies, with key considerations outlined below:

Development Policy 2: Heritage Places

The existing building at No. 11 King William Street and the broader King William Street precinct are listed on the City of Bayswater Heritage Survey as Category 2 listings. Category 2 listings are identified in the Heritage Survey as being of 'Little Significance' and do not carry statutory retention requirements; however, the survey recommendations have been considered. The Heritage Survey recommends that photographic records be undertaken prior to major development or demolition, with conditions and advice notes recommended to address this matter.

The proposal includes demolition of No. 11 King William Street which is identified as a 'Contributory Place' under the Design Guidelines, deemed as valuable to the historic commercial character of the Town Centre. The applicant has provided a Heritage Impact Statement which supports demolition of the building on the basis that it is of little heritage significance due to poor condition, low integrity and diminished legibility.

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Development Policy 3: Sound and Vibration Attenuation

An Acoustic Report considering sound and vibration was submitted and addresses noise impacts from the nearby rail line and the emissions from mechanical plant servicing the development. The Acoustic Report incorporates specific recommendations for noise attenuation measures to be applied to the development to satisfy Development Policy 3. Conditions are recommended to ensure the Acoustic Report recommendations are implemented in the development.

Consultation

Stakeholder Consultation

In accordance with Section 64 of the *Metropolitan Redevelopment Authority Act 2011*, the application was referred to the City of Bayswater (the City), ATCO, Water Corporation, Western Power, and the Department of Water and Environmental Regulation. All referral agencies supported the proposal and recommended conditions and advice notes to be applied upon determination of the application. The recommended conditions and advice notes are recommended for inclusion on the determination where appropriate.

City of Bayswater

The City advised it supports the application, subject to resolution of matters relating to on-street parking bays, public art, waste vehicle access and manoeuvring, and the preparation of an Active Transport Plan to identify further sustainability and active transport measures that may assist in addressing the identified parking shortfall.

Standard conditions are recommended requiring the provision of public art and the submission of an updated Waste Management Plan, to be addressed through the working drawings/planning condition clearance process. The proposal provides bicycle parking, EV-ready infrastructure, and storerooms capable of accommodating additional active transport devices, with a further 32 bicycle bays to be secured by condition. On this basis and having regard to the transport measures already incorporated into the proposal, a separate Active Transport Plan is not recommended in this instance.

Refer to Appendix 4 – Summary of Stakeholder Comments.

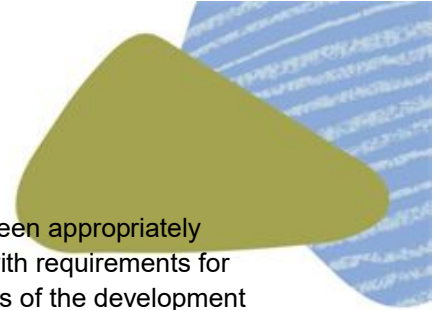
Public Consultation

In accordance with Clause 5.15 of the Scheme, the application was advertised for public comment from 28 May to 18 June 2026. Consultation included letters posted to landowners within a 200 metre radius of the site, notification in the *Perth Voice* newspaper, a sign on site and a notice on the DevelopmentWA website. A total of 178 submissions were received, four after the formal consultation period, including:

- 142 submissions objecting to the proposal;
- 20 submissions in support; and
- 16 neutral submissions (providing suggestions).

The key issues raised in the public submissions relate to the impact of building height, including overshadowing and privacy concerns, construction impact issues, and the resultant traffic impacts of the development.

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The matters raised in the public submissions are considered to have been appropriately resolved through updated development plans and traffic information, with requirements for management plans to mitigate the construction and operational impacts of the development as follows:

- an appropriate built form transition is achieved through setbacks and articulation;
- overshadowing outcomes are generally consistent with a compliant building envelope;
- the development does not result in any adverse overlooking or visual privacy impacts; and
- the proposal is supported by relevant technical reports relating to traffic, noise and waste, with detailed management strategies to address these matters, with conditions of approval and advice notes recommended, including a Construction Management Plan.

A detailed response to the matters raised is provided in *Appendix 5 – Summary of Public Comments*.

Delegation

Under DevelopmentWA's Delegation Schedule, the LRC is delegated to approve development applications with a development value of between \$20 and \$100 million within the Midland (METRONET East) Redevelopment Area. The proposed development is valued at \$33.9 million.

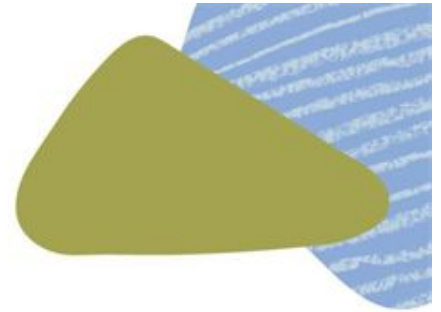
Conclusion

The proposed development is generally consistent with the planning framework for the subject site, with the alternative outcomes providing for a high-quality built form outcome that appropriately manages the interface to adjoining properties and the public realm whilst providing a good level of internal amenity to residents. An activated ground floor is provided along King William Street, providing visual interest, opportunities for passive surveillance and a human scale experience. Concerns raised by the public during consultation are considered to have been appropriately addressed through design modifications and recommended conditions.

The proposal will boost housing supply, choice and affordability within the Bayswater Town Centre, with ongoing management of the tenancies by the community housing provider (CHL). The proposal has gone through an iterative design review process to ensure the built form outcome is contextually appropriate for the locality whilst balancing design outcomes commensurate with the tenant and operational requirements for social and affordable housing.

It is recommended that the Midland Land Redevelopment Committee approve the development application for the proposed Nine Storey Mixed Use Development at Lots 40, 41 and 42 (No. 7, 9 and 11) King William Street, Bayswater, subject to the recommended conditions and advice notes in *Appendix 6*.

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Appendices

Appendix 1 – Regulatory Assessment

Appendix 2 – Development Plans

Appendix 3 – DRP Advice Note and Addendum

Appendix 4 – Summary of Stakeholder Comments

Appendix 5 – Summary of Public Comments

Appendix 6 – Recommended Conditions and Advice Notes

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Appendix 1

REGULATORY ASSESSMENT

Redevelopment Area Objectives

The proposal is considered to satisfy the Redevelopment Area Objectives as it:

<u><i>Sense of Place</i></u>	provides a contextually appropriate design response, as acknowledged by the Design Review Panel, and will be a key asset for the community, supporting the growing needs of the local residential population.
<u><i>Economic Wellbeing</i></u>	represents a \$33.9 million investment in the Bayswater Town Centre, which complements the redevelopment of Bayswater Station and will act as a catalyst for further expansion and investment in the project area.
<u><i>Urban Efficiency</i></u>	redevelops underutilised land and will contribute to a mix of land uses to facilitate the accommodation of a critical mass of population and employment in the area.
<u><i>Social Inclusion</i></u>	provides for social and affordable housing that will support the growth of the community and provide essential community infrastructure within close proximity to the Town Centre.
<u><i>Connectivity</i></u>	offers a community-focused land use integrated with residential dwellings, within close proximity to Bayswater Station, with high quality pedestrian access and connectivity that promotes reduced reliance on car travel.
<u><i>Environmental Integrity</i></u>	commits to achieving a minimum 5 Star Green Star rating meeting the requirements of Development Policy 1 – Green Buildings, and incorporates sustainability infrastructure, sustainable travel options and soft landscaping throughout the design to reduce heat island impacts.

Drawing List					
Sheet Number	Name	Scale	Revision	Date	Sheet Size
DA00.000 Cover Sheet					
DA00.000	Cover Sheet	NA	C	10.07.2026	A1
DA00.200 Schedules					
DA00.201	QFA Diagrams		D	10.07.2026	
DA00.202	NLA/NSA Diagrams		D	10.07.2026	
DA00.400 Location Plans, Legends & Notes					
DA00.400	Context Plan		D	10.07.2026	
DA00.500	Existing Site Plan		D	10.07.2026	
DA00.700	Demolition Plan		D	10.07.2026	
DA00.900	Proposed Site Plan		D	10.07.2026	
DA01.000 General Arrangement Floor Plans					
DA01.101	General Arrangement - Floor Plan - Level Ground		D	10.07.2026	
DA01.102	General Arrangement - Floor Plan - Level 1		D	10.07.2026	
DA01.103	General Arrangement - Floor Plan - Level 2		D	10.07.2026	
DA01.104	General Arrangement - Floor Plan - Typical Level (Level 3 - Level 7)		E	10.07.2026	
DA01.109	General Arrangement - Floor Plan - Level 8		B	10.07.2026	
DA01.111	General Arrangement - Floor Plan - Roof		D	10.07.2026	
DA03.000 Building Elevations					
DA03.001	Building Elevation - North		D	10.07.2026	
DA03.002	Building Elevation - South		D	10.07.2026	
DA03.003	Building Elevation - East		D	10.07.2026	
DA03.004	Building Elevation - West		D	10.07.2026	
DA03.200 Building Sections					
DA03.320	Building Section A		D	10.07.2026	
DA03.321	Building Section B		D	10.07.2026	
DA03.322	Building Section C		D	10.07.2026	
DA03.323	Building Section D		D	10.07.2026	
DA04.000 Apartment Types					
DA04.100	1 Bed - Apartment Types		D	10.07.2026	
DA04.200	2 Bed - Apartment Types		D	10.07.2026	
DA08.000 Overlooking Diagram					
DA08.000	Overlooking Diagram		C	10.07.2026	
DA20.000 Shadow Diagrams					
DA20.001	Shadow Diagrams - Winter Solstice		C	10.07.2026	
DA20.002	Shadow Diagrams - Summer Solstice		C	10.07.2026	

DEVELOPMENT APPLICATION

Revisions	A	28.04.2026	DA Submission	OB
	B	27.05.2026	DA Submission Update	OB
	C	10.07.2026	DA Submission Update	OB

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Appendix 2



Project 7-11 King William Street Drawing Cover Sheet

Project No 223272 Author OB

Scale @ A1

Drawing No DA00.000

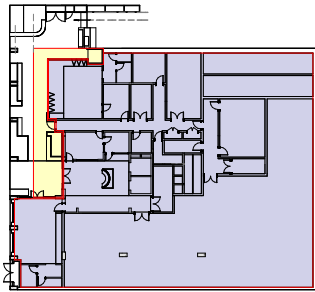
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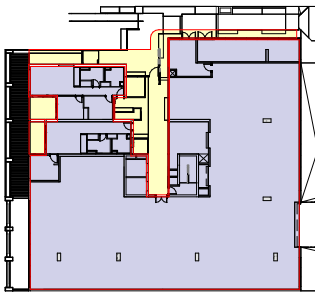
7-11 King William Street, BAYSWATER

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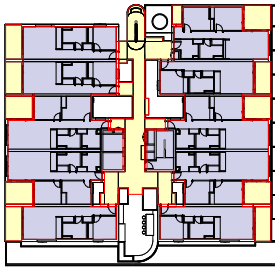
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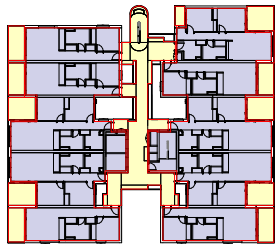
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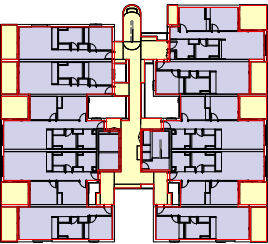
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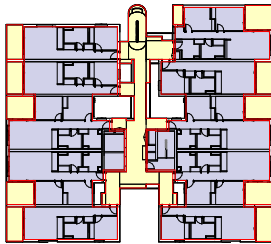
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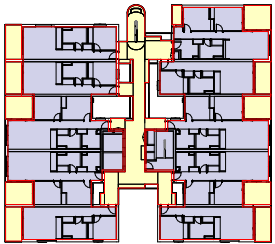
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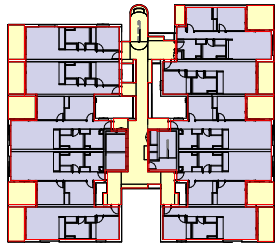
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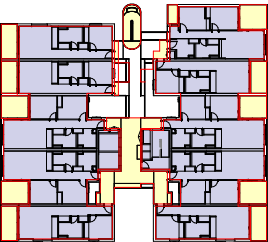
LEVEL 5



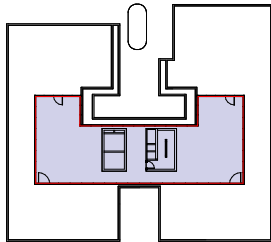
LEVEL 6



LEVEL 7



LEVEL 8



ROOF

DEVELOPMENT APPLICATION

Revisions	A	23.04.2026	For Information	OB
	B	28.04.2026	DA Submission	OB
	C	27.05.2026	DA Submission Update	OB
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10072026 6:19:21 PM

Project/ 7-11 King William Street Drawing/ GFA Diagrams

Project No/ 223272 Author/ BB Scale: @ A3/ 1 : 300

Drawing No/ DA00.201 D

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LEVEL	GFA SCHEDULE		
	FECA	UCA	FOA
LEVEL GROUND	128 m ²	83 m ²	1108 m ²
LEVEL 1	344 m ²	157 m ²	1032 m ²
LEVEL 2	312 m ²	150 m ²	839 m ²
LEVEL 3	312 m ²	150 m ²	839 m ²
LEVEL 4	312 m ²	150 m ²	839 m ²
LEVEL 5	312 m ²	150 m ²	839 m ²
LEVEL 6	312 m ²	150 m ²	839 m ²
LEVEL 7	312 m ²	150 m ²	839 m ²
LEVEL 8	312 m ²	150 m ²	811 m ²
ROOF	240 m ²	0 m ²	240 m ²
	4444 m ²	1259 m ²	4492 m ²

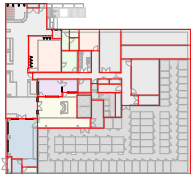
Gross Floor Area (GFA) Schedule
Australian Institute of Quantity Surveyors AIQGS GFA / FECA / UCA

Disclaimer - GFA

For internal building measurement purposes. Areas are not to be used for the purpose of leases or sale agreements. The information in this schedule is believed to be correct at the time of printing. Areas have been measured in accordance with the Australian Institute of Quantity Surveyors AIQGS GFA / FECA / UCA.

Method of Measurement - GFA

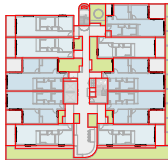
The sum of Fully Enclosed Covered Area + Unenclosed Covered Area. Measured to the internal face of external walls.



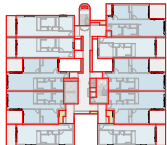
LEVEL GROUND



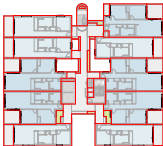
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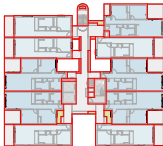
LEVEL 2



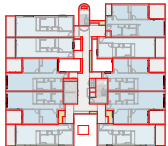
LEVEL 3



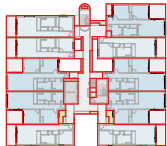
LEVEL 4



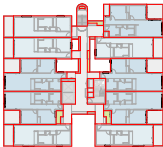
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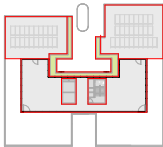
LEVEL 6



LEVEL 7



LEVEL 8



ROOF

LEVEL	RPA (NSA) Schedule												
	Area	Area	Area	Area	Area	Area	Area	Area	Area	Area	Area	Area	Area
LEVEL GROUND	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²
LEVEL 1	720 m ²	280 m ²	142 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²
LEVEL 2	0 m ²	180 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²
LEVEL 3	0 m ²	17 m ²	661 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²
LEVEL 4	0 m ²	17 m ²	661 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²
LEVEL 5	0 m ²	17 m ²	661 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²
LEVEL 6	0 m ²	17 m ²	661 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²
LEVEL 7	0 m ²	17 m ²	661 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²
LEVEL 8	0 m ²	17 m ²	661 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²
ROOF	0 m ²	42 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²	0 m ²
	720 m ²	578 m ²	4711 m ²	75 m m ²	132 m ²	2487 m ²	164 m ²	740 m ²	38	38	38	38	75

Residential Property Area (RPA/NSA) Schedule
Property Council of Australia Method of Measurement

Disclaimer - RPA
For preliminary feasibility purposes. Areas are not to be used for the purpose of lease or sale agreements. Layouts may not comply with building or planning regulations. The information in this schedule is believed to be correct at the time of printing. Areas have been measured in accordance with the Property Council of Australia Method of Measurement.

Method of Measurement - RPA
The aggregate of floor space contained within a dwelling at each floor level.

To BSA			
1st Floor	2nd Floor	3rd Floor	Total
50.0%	50.0%	100%	

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Project 7-11 King William Street

Drawing NLA/NSA Diagrams

Project No 223272

Author BB

Scale: @ A3 1 : 500

Drawing No DA00.202

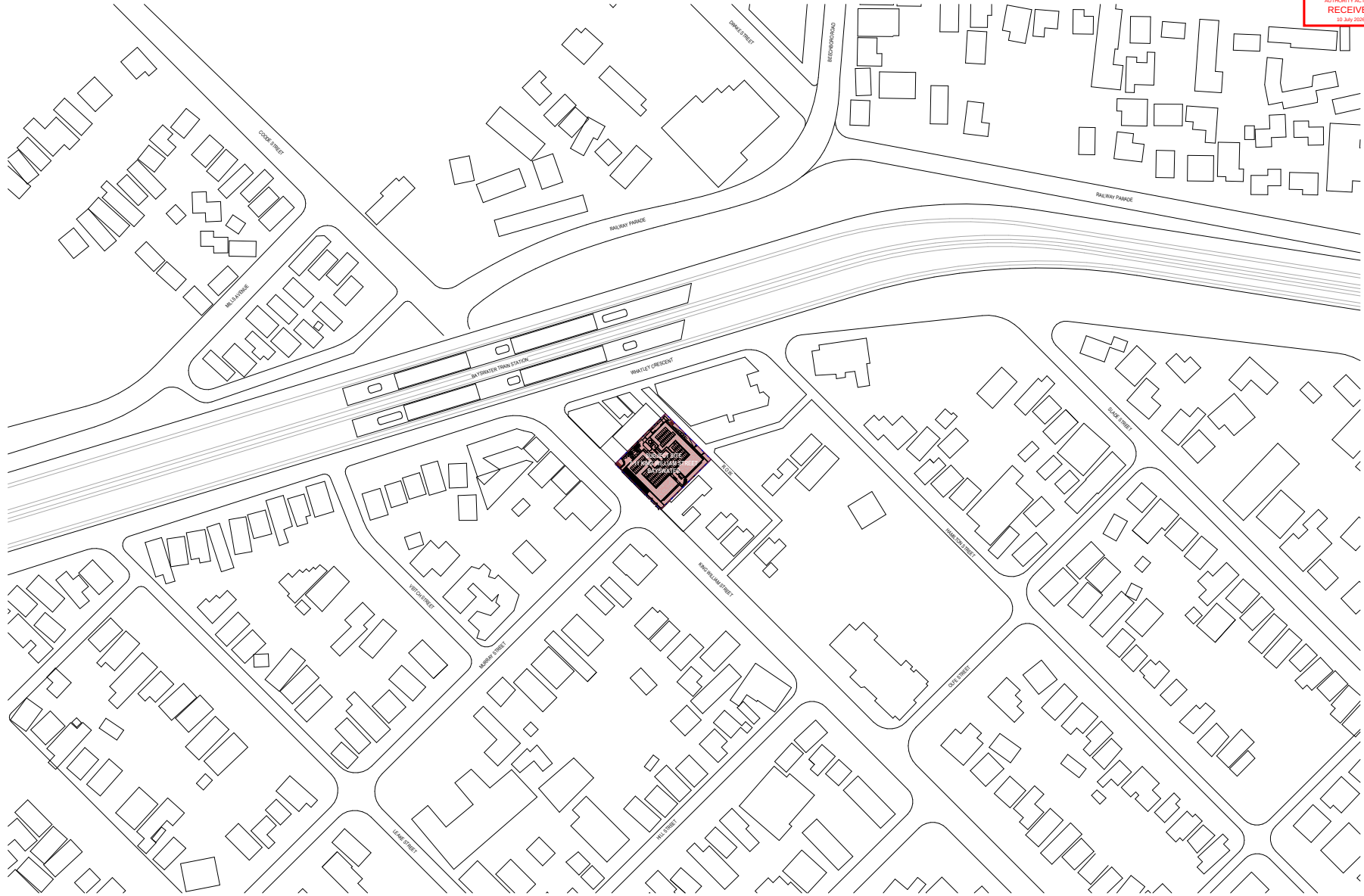
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Project **7-11 King William Street** Drawing **Context Plan**

Project No **223272** Author **OB** Scale @ A3 **1 : 1000** Drawing No **DA00.400**

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Project **7-11 King William Street** Details **Existing Site Plan**

Project No **223272** Author **OB** Scale @ A3 **1 : 200**

Drawing No **DA00.500**

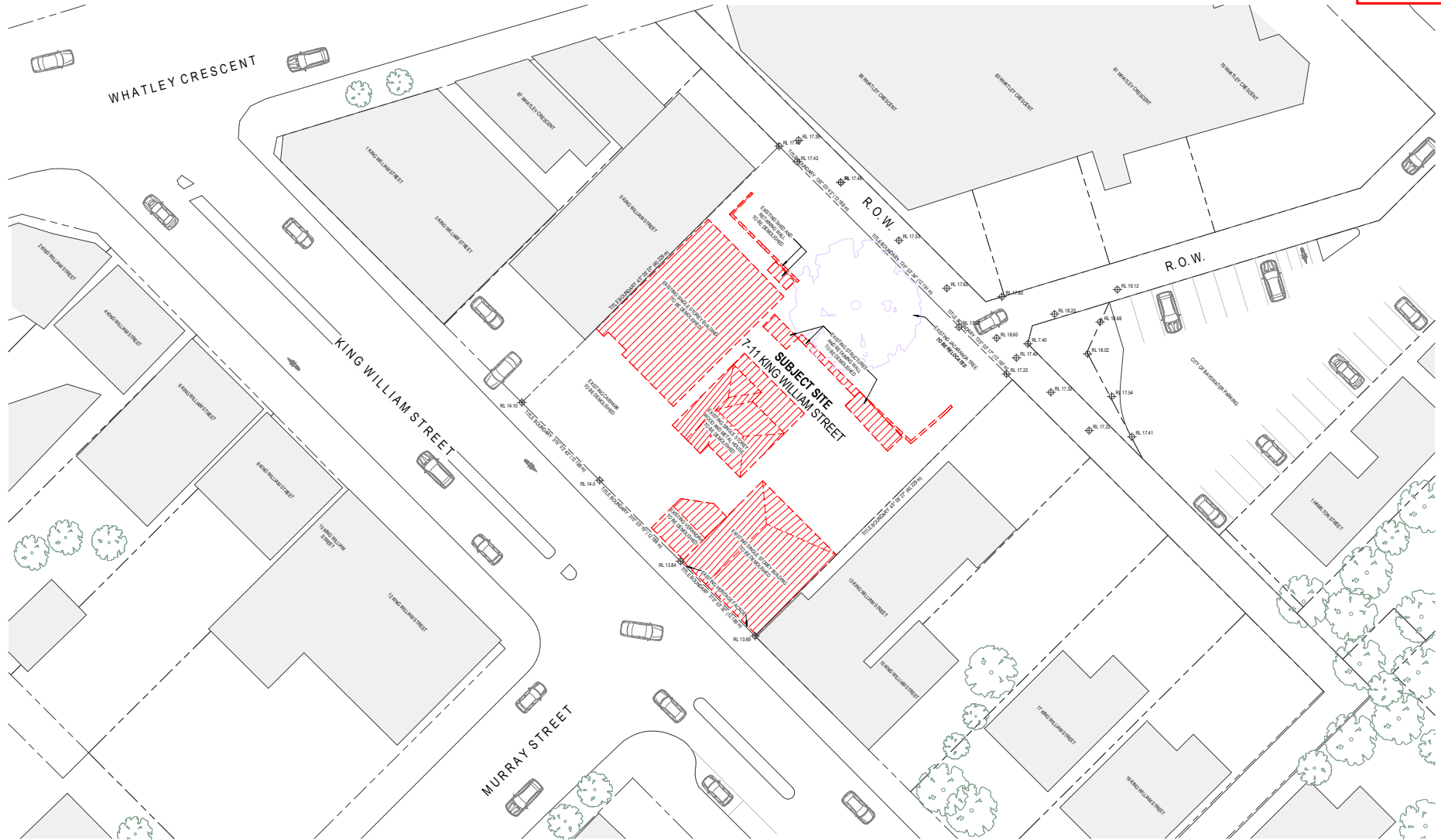
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Project 7-11 King William Street Details Demolition Plan

Project No 223272 Author OB Scale @ A3 1 : 200

Drawing No DA00.700

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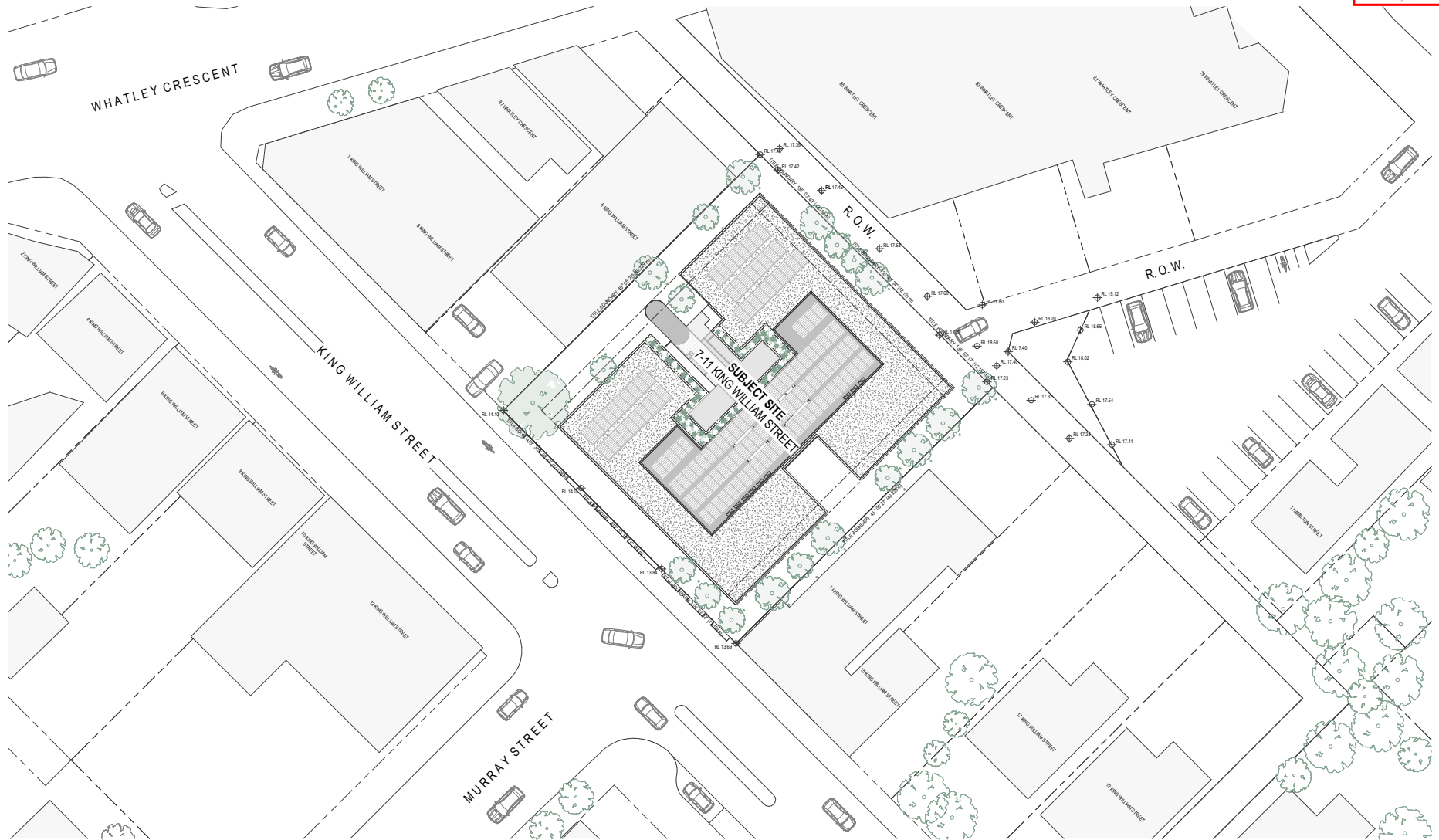
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Project **7-11 King William Street** Details **Proposed Site Plan**

Project No **223272** Author **OB** Scale @ A3 **1 : 200**

Drawing No **DA00.800**

D

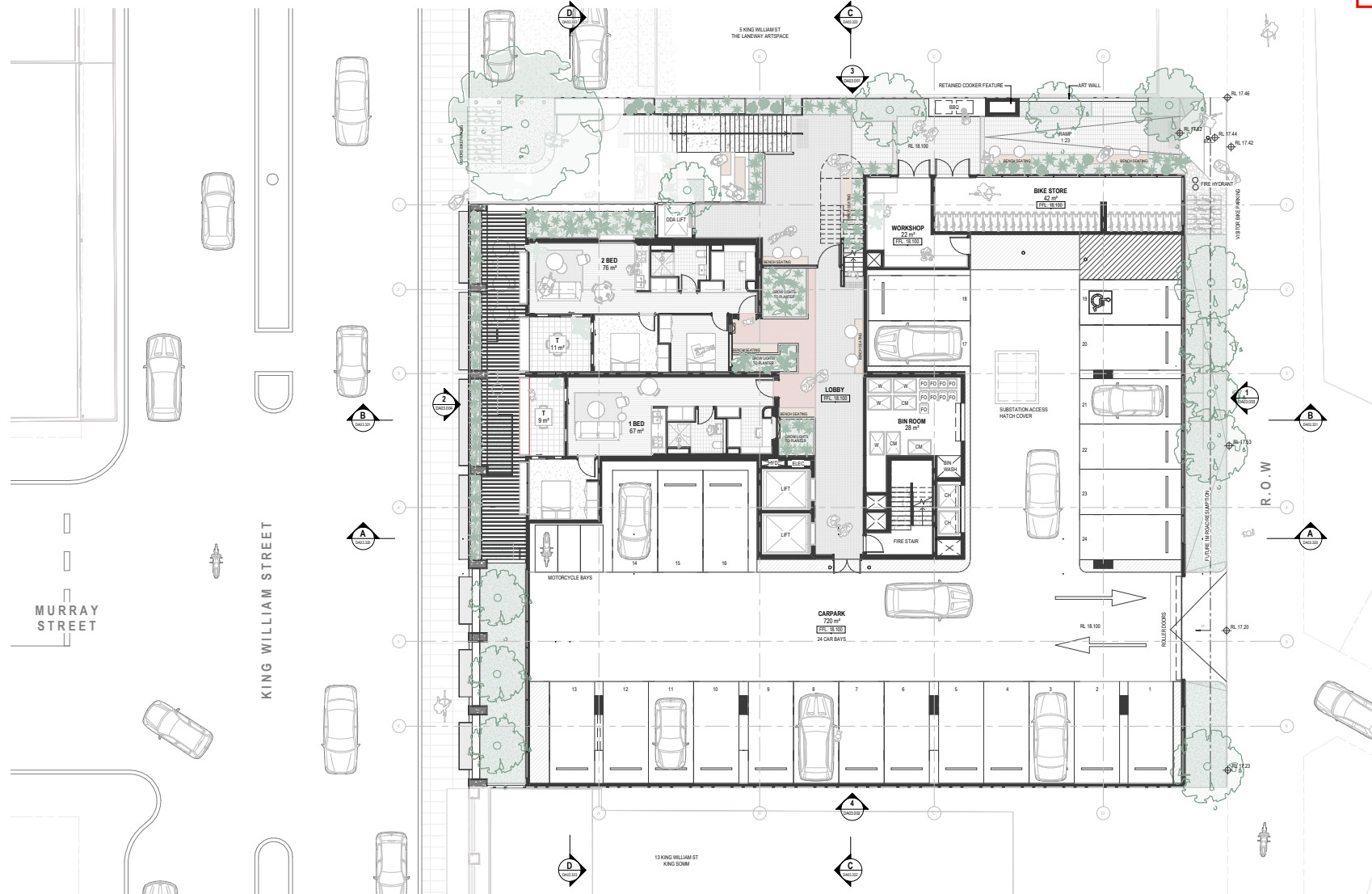
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Project/ 7-11 King William Street Drawing/ General Arrangement - Floor Plan - Level 1 Project No/ 223272 Author/ OB Scale: @ A3/ 1 : 100 Drawing No/ DA01.102

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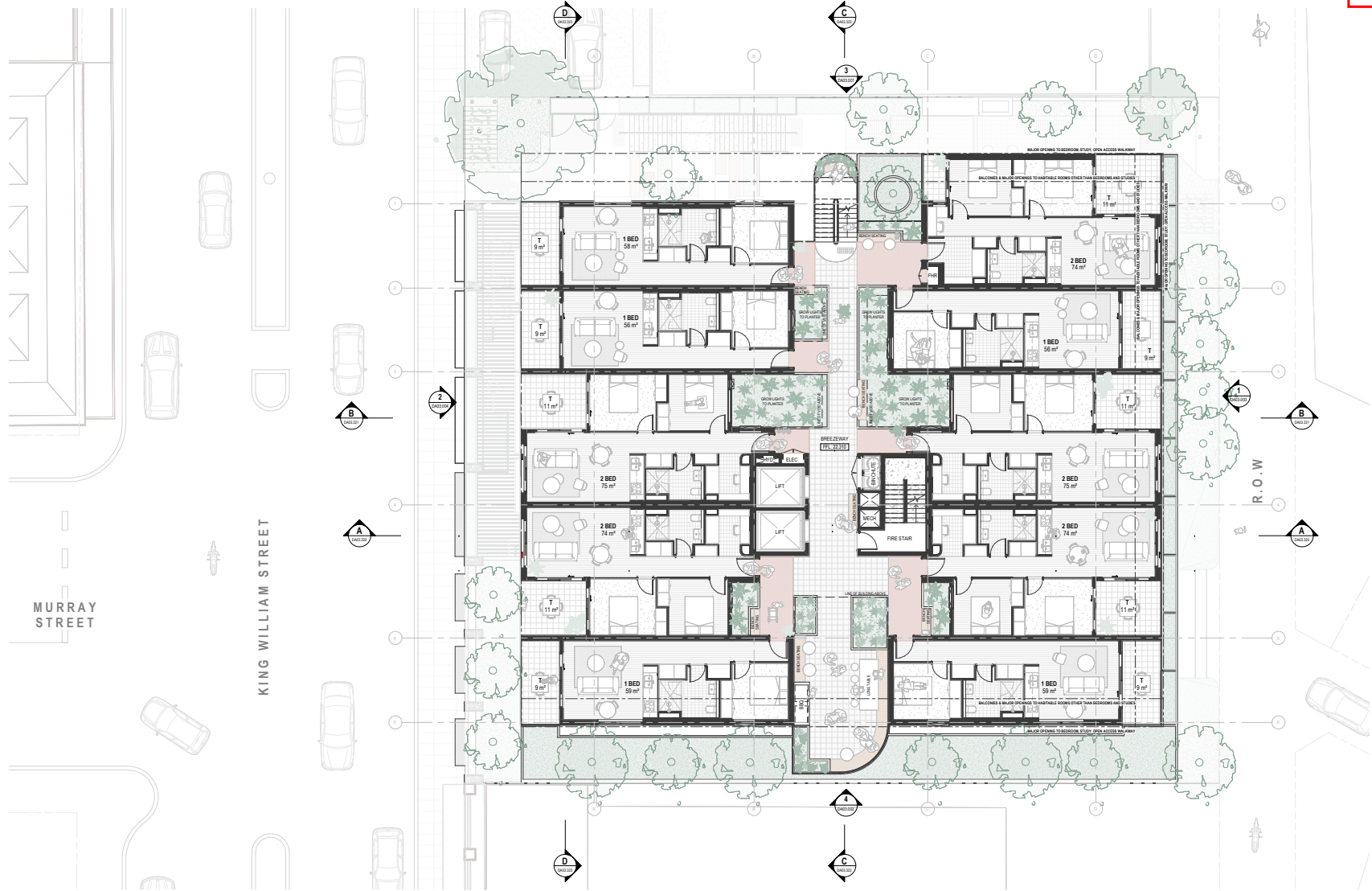
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Project / 7-11 King William Street
Drawing / General Arrangement - Floor Plan - Level 2
Project No / 223272
Author / OB
Scale / @ A3 / 1 : 100
Drawing No / DA01.103

7-11 King William Street, BAYSWATER

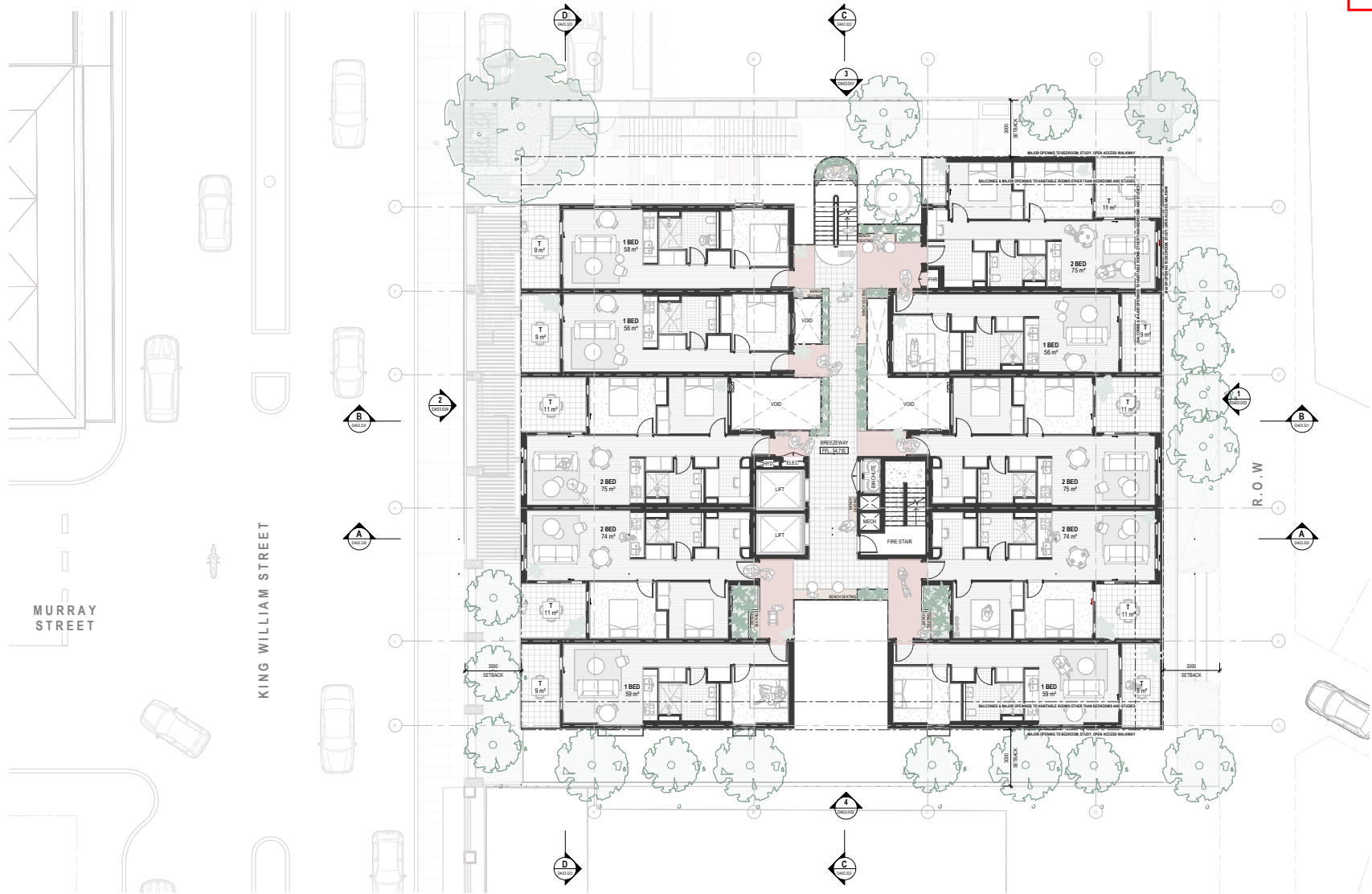
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Project **7-11 King William Street** Drawing **General Arrangement Floor Plan - Typical Level (Level 3 - Level 7)** Project No **223272** Author **OB** Scale **@ 1/100** Drawing No **DA01.104**

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OB
BB

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Project 7-11 King William Street
Drawing General Arrangement
Floor Plan - Level 8
Project No 223272
Author OB
Scale @ 1:100
Drawing No DA01.109

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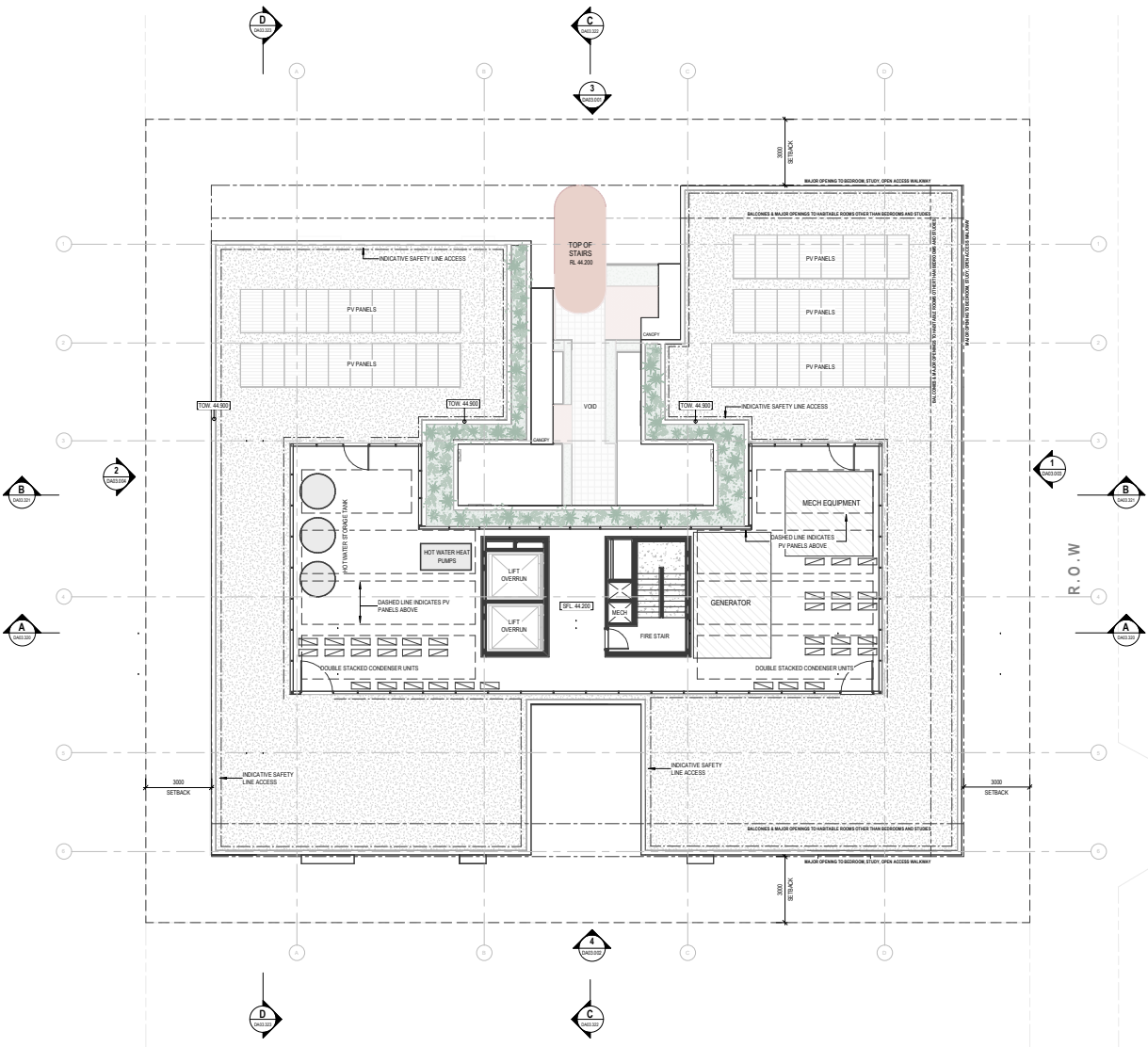
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MURRAY STREET

KING WILLIAM STREET



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Project/ 7-11 King William Street Drawing/ General Arrangement - Floor Plan - Roof Project No/ 223272 Author/ OB Scale/ @ A3/ 1 : 100 Drawing No/ DA01.111

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MATERIAL SCHEDULE

- METAL CLADDING 1 - STRATCO MINELINE BATTEN OR SIMILAR COLORBOND SURFARCT
- METAL CLADDING 1 - STRATCO MINELINE BATTEN OR SIMILAR COLORBOND COVER WHITE
- METAL CLADDING 2 - STRATCO MINELINE BOX OR SIMILAR COLORBOND SURFARCT
- METAL CLADDING 2 - STRATCO MINELINE BOX OR SIMILAR COLORBOND COVER WHITE
- METAL CLADDING COLORBOND DUNE
- POWDERCOATED METAL CLADDING DULUX TERRAIN
- RED FACE BRICK NATURAL CLAY TUMBLED FINISH
- POWDERCOATED EXPANDED MESH COLORBOND TERRAIN
- POWDERCOATED EXPANDED MESH COLORBOND DUNE
- PAINTED IN-SITU OR PRECAST CONCRETE COLOR MATCH TO CLADDING
- IN-SITU OR PRECAST CONCRETE DESERT RED OR SIMILAR
- PROFILED PRECAST CONCRETE CLADDING DESERT RED OR SIMILAR
- ALUMINIUM BAR BALUSTRADE COLORBOND COVER WHITE
- SAFETY TENSILE MESH STAINLESS STEEL 316L FINISH
- ALUMINIUM MECHANICAL LOUVER DULUX TERRAIN
- IN-SITU OR PRECAST CONCRETE
- CONCRETE BLOCKWORK EXPOSED FACE
- POWDERCOATED METAL WINDOW SHROUDS COLORBOND COVER WHITE
- POWDERCOATED METAL WINDOW SHROUDS DULUX TERRAIN
- PREFINISHED EXPRESSED JOINT FIBRE CEMENT - JOHN HARDE MATRIX OR SIMILAR DULUX WHEPPER WHITE



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Project 7-11 King William Street

Drawing Building Elevation - North

Project No 223272

Author OB

Scale @ A3 1 : 100

Drawing No DA03.001

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- METAL CLADDING 1 - STRATO NINE LINE BATTEN OR SIMILAR
COLORBOND SURFABEST
- METAL CLADDING 1 - STRATO NINE LINE BATTEN OR SIMILAR
COLORBOND COVER WHITE
- METAL CLADDING 2 - STRATO NINE LINE BOX OR SIMILAR
COLORBOND SURFABEST
- METAL CLADDING 2 - STRATO NINE LINE BOX OR SIMILAR
COLORBOND COVER WHITE
- METAL CLADDING
COLORBOND DUNE
- POWDERCOATED METAL CLADDING
DULUX TERRAIN
- RED FACE BRICK
NATURAL CLAY, TUMBLED FINISH
- POWDERCOATED EXPANDED MESH
COLORBOND TERRAIN
- POWDERCOATED EXPANDED MESH
COLORBOND DUNE
- PAINTED IN-SITU OR PRECAST CONCRETE
COLOR MATCH DUNE
- IN-SITU OR PRECAST CONCRETE
DESERT RED OR SIMILAR
- PROFILED PRECAST CONCRETE CLADDING
DESERT RED OR SIMILAR
- ALUMINIUM BAR BALUSTRADE
COLORBOND COVER WHITE
- SAFETY TENSILE MESH
STAINLESS STEEL, RAIL FINISH
- ALUMINIUM MECHANICAL LOUVER
DULUX TERRAIN
- IN-SITU OR PRECAST CONCRETE
- CONCRETE BLOCKWORK
ENDROSEFACE
- POWDERCOATED METAL WINDOW SHROUDS
COLORBOND COVER WHITE
- POWDERCOATED METAL WINDOW SHROUDS
DULUX TERRAIN
- PREFINISHED EXPRESSED JOINT FIBRE CEMENT - JOHN HARDE MATRIX OR SIMILAR
DULUX WHEPPER WHITE



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Project 7-11 King William Street

Drawing Building Elevation -
South

Project No 223272

Author OB

Scale @ A3 1 : 100

Drawing No DA03.002

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MATERIAL SCHEDULE

- METAL CLADDING 1 - STRATCO MINELINE BATTEN OR SIMILAR COLORBOND SURFABEST
- METAL CLADDING 1 - STRATCO MINELINE BATTEN OR SIMILAR COLORBOND COVER WHITE
- METAL CLADDING 2 - STRATCO MINELINE BOX OR SIMILAR COLORBOND SURFABEST
- METAL CLADDING 2 - STRATCO MINELINE BOX OR SIMILAR COLORBOND COVER WHITE
- METAL CLADDING COLORBOND DUNE
- POWDERCOATED METAL CLADDING DULUX TERRAIN
- RED FACE BRICK NATURAL CLAY, TUMBLED FINISH
- POWDERCOATED EXPANDED MESH COLORBOND TERRAIN
- POWDERCOATED EXPANDED MESH COLORBOND DUNE
- PAINTED IN-SITU OR PRECAST CONCRETE COLOR MATCH CLUSE
- IN-SITU OR PRECAST CONCRETE DESERT RED OR SIMILAR
- PROFILED PRECAST CONCRETE CLADDING DESERT RED OR SIMILAR
- ALUMINIUM BAR BALUSTRADE COLORBOND COVER WHITE
- SAFETY TENSILE MESH STAINLESS STEEL, TAIL FINISH
- ALUMINIUM MECHANICAL LOUVRE DULUX TERRAIN
- IN-SITU OR PRECAST CONCRETE
- CONCRETE BLOCKWORK EXPOSED FACE
- POWDERCOATED METAL WINDOW SHROUDS COLORBOND COVER WHITE
- POWDERCOATED METAL WINDOW SHROUDS DULUX TERRAIN
- PREFINISHED EXPRESSED JOINT FIBRE CEMENT - JOHN HARDIE MATRIX OR SIMILAR DULUX WHEPPER WHITE



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Revisions	A	23.04.2026	For Information	OB
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	C	27.05.2026	DA Submission Update	OB
	D	10.07.2026	DA Submission Update	BB

10/07/2026 6:21:11 PM

Project 7-11 King William Street

Drawing Building Elevation - East

Project No 223272

Author OB

Scale @ A3 1 : 100

Drawing No DA03.003

D

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MATERIAL SCHEDULE

- METAL CLADDING 1 - STRATO NINE LINE BATTEN OR SIMILAR COLORBOND SURFABEST
- METAL CLADDING 1 - STRATO NINE LINE BATTEN OR SIMILAR COLORBOND COVER WHITE
- METAL CLADDING 2 - STRATO NINE LINE BOX OR SIMILAR COLORBOND SURFABEST
- METAL CLADDING 2 - STRATO NINE LINE BOX OR SIMILAR COLORBOND COVER WHITE
- METAL CLADDING COLORBOND DUNE
- POWDERCOATED METAL CLADDING DULUX TERRAIN
- RED FACE BRICK NATURAL CLAY, TUMBLED FINISH
- POWDERCOATED EXPANDED MESH COLORBOND TERRAIN
- POWDERCOATED EXPANDED MESH COLORBOND DUNE
- PAINTED IN-SITU OR PRECAST CONCRETE COLOR TO MATCH CLAD
- IN-SITU OR PRECAST CONCRETE DESERT RED OR SIMILAR
- PROFILED PRECAST CONCRETE CLADDING DESERT RED OR SIMILAR
- ALUMINIUM BAR BALUSTRADE COLORBOND COVER WHITE
- SAFETY TENSILE MESH STAINLESS STEEL, TAIL FINISH
- ALUMINIUM MECHANICAL LOUVER DULUX TERRAIN
- IN-SITU OR PRECAST CONCRETE
- CONCRETE BLOCKWORK EXPOSED FACE
- POWDERCOATED METAL WINDOW SHROUD COLORBOND COVER WHITE
- POWDERCOATED METAL WINDOW SHROUD DULUX TERRAIN
- PREFINISHED EXPRESSED JOINT FIBRE CEMENT - JOHN HARDE MATRIX OR SIMILAR DULUX WHEPPER WHITE



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Project 7-11 King William Street

Drawing Building Elevation - West

Project No 223272

Author OB

Scale @ A3 1 : 100

Drawing No DA03.004

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Project 7-11 King William Street Drawing Building Section A

Project No 223272 Author OB Scale @ A3 1 : 100

Drawing No DA03.320 D

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Project **7-11 King William Street** Drawing **Building Section B**

Project No **223272** Author **OB** Scale **1 : 100**

Drawing No **DA03.321** **D**

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Project 7-11 King William Street Drawing Building Section C

Project No 223272 Author BB

Scale: @ A3 1 : 100

Drawing No DA03.322

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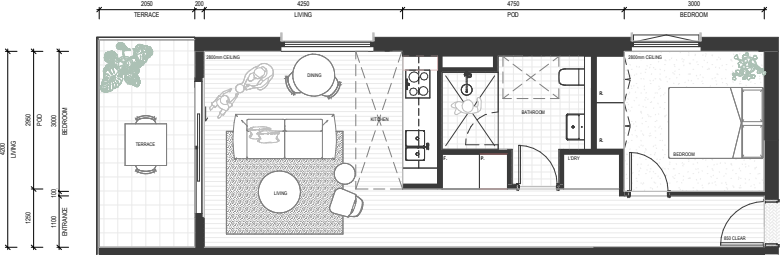
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7-11 King William Street, BAYSWATER

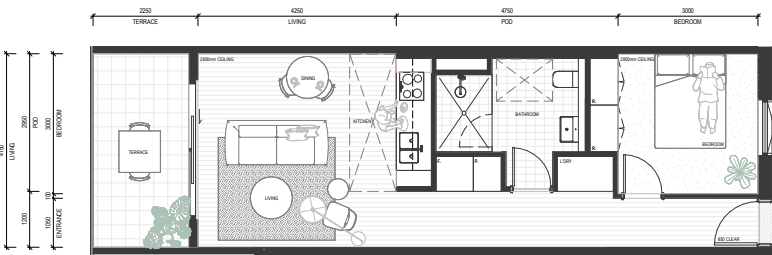
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1 BED - APARTMENT TYPE A



1 BED - APARTMENT TYPE B

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Project/ 7-11 King William Street
Drawing/ 1 Bed - Apartment Types

7-11 King William Street, BAYSWATER

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Project No/ 223272
Author/ BB

Scale: @ A3/ 1 : 50

Drawing No/ DA04.100

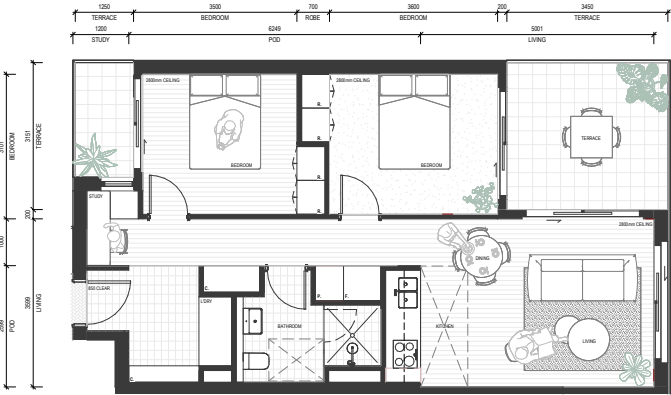
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2 BED - APARTMENT TYPE A



2 BED - APARTMENT TYPE B

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Project 7-11 King William Street
Drawing 2 Bed - Apartment Types
7-11 King William Street, BAYSWATER

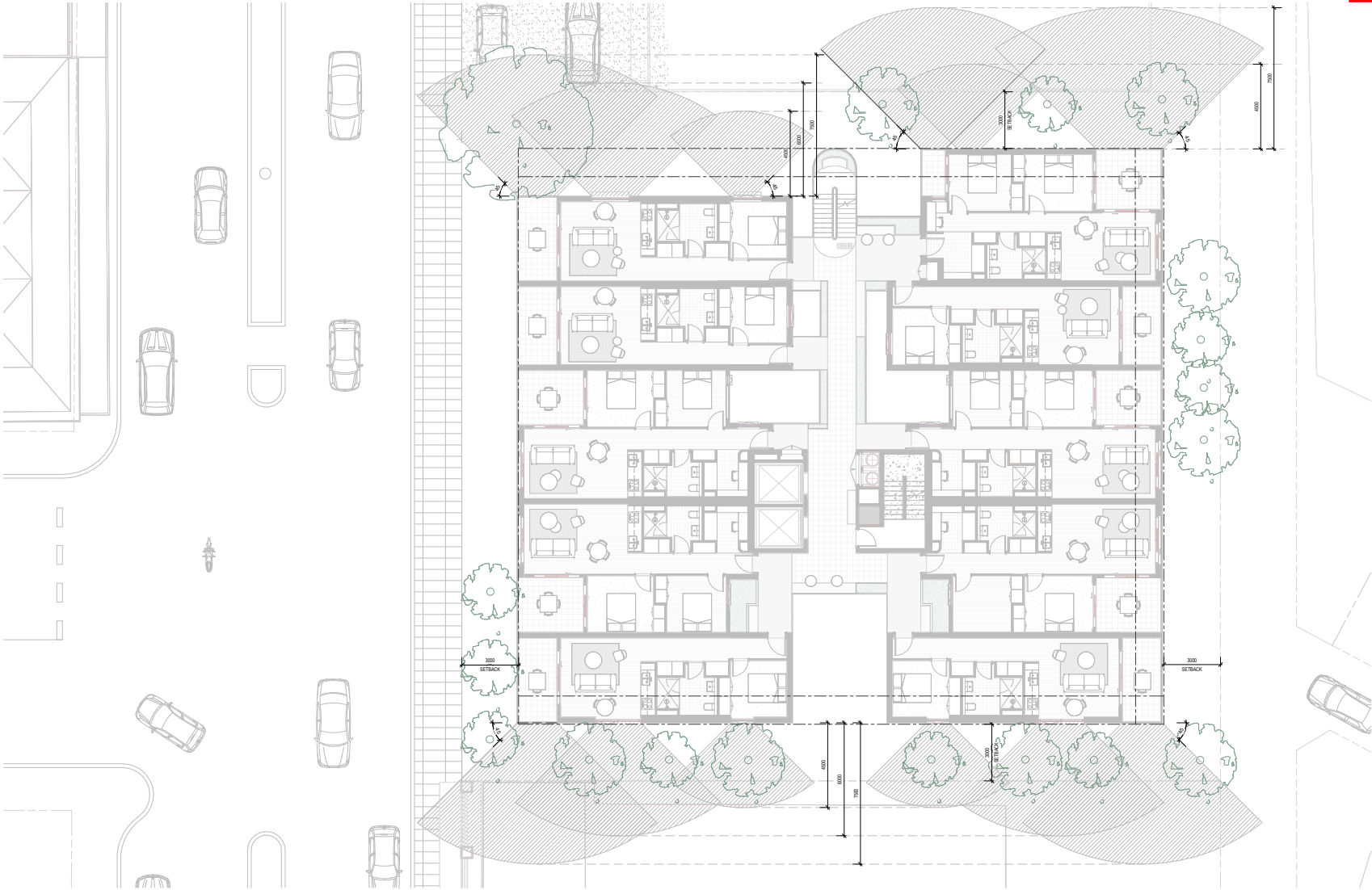
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Project No 223272
Author BB
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Drawing No DA04.200
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Project 7-11 King William Street Drawing Overlooking Diagram Project No 223272 Author OB Scale @ A3 1 : 100 Drawing No DA08.000

7-11 King William Street, BAYSWATER

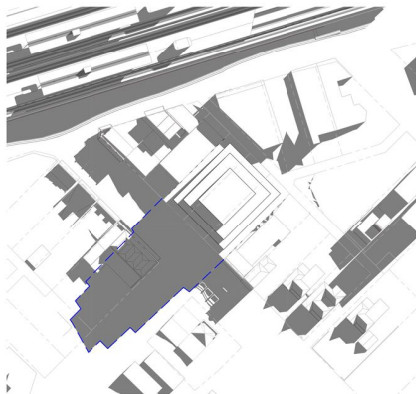
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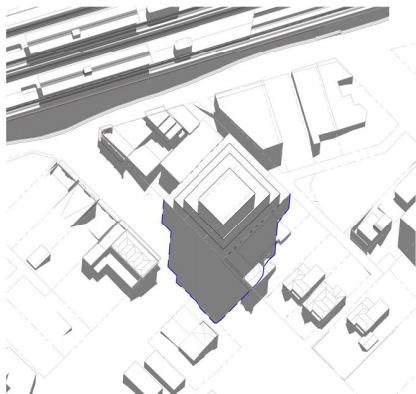
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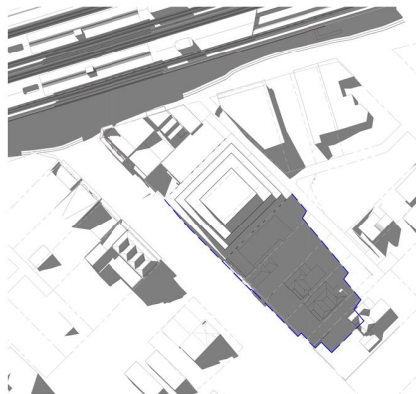
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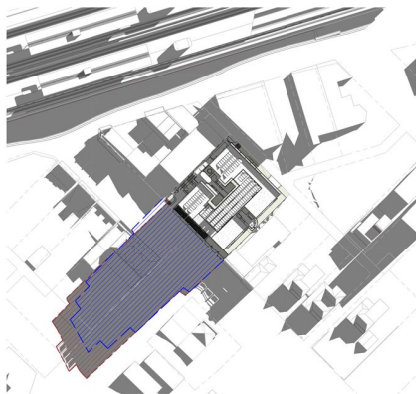
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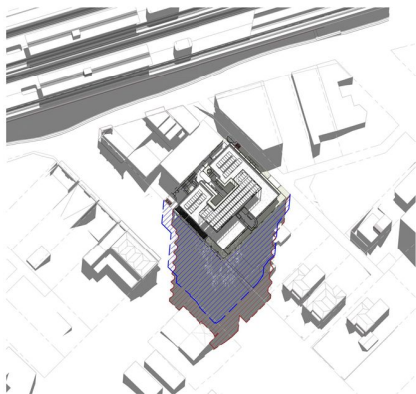
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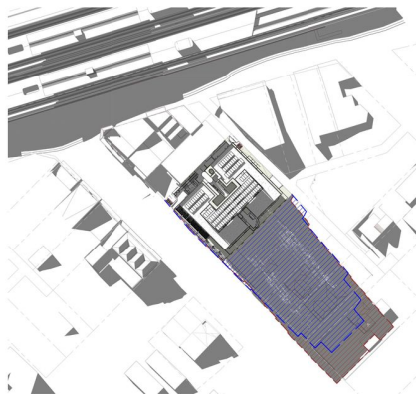
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PROPOSED SCHEME - 9AM



PROPOSED SCHEME - 12PM



PROPOSED SCHEME - 3PM

 PLANNING ENVELOPE SHADOW EXTENTS
 PROPOSED SCHEME SHADOW EXTENTS

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Project **7-11 King William Street** Drawing **Shadow Diagrams - Winter Solstice** Project No **223272** Author **OB** Scale **1 : 1000** Drawing No **DA20.001**

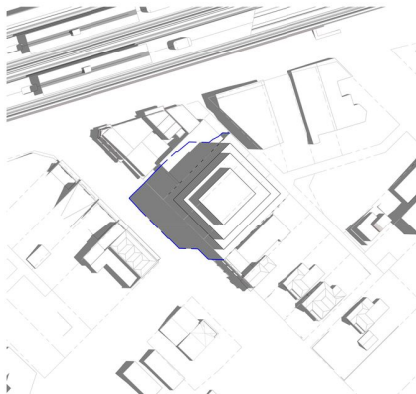
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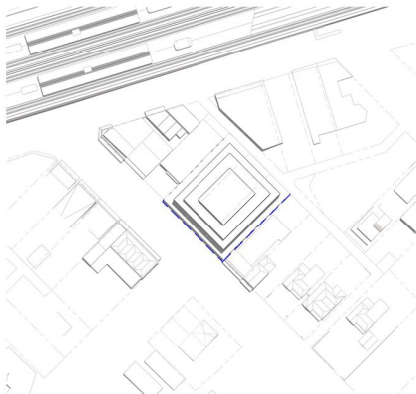


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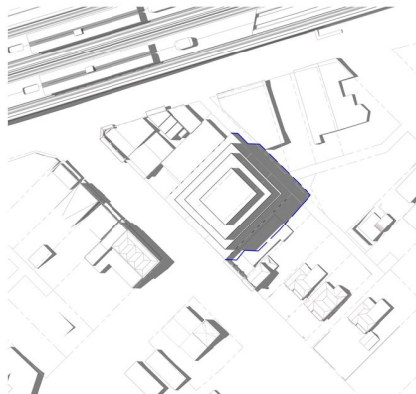
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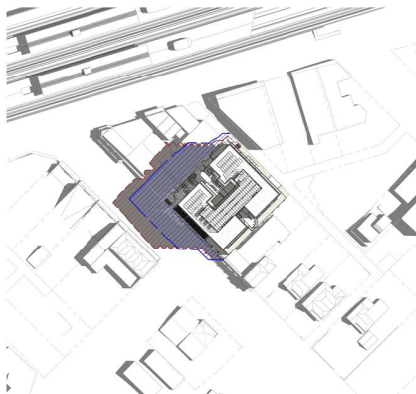
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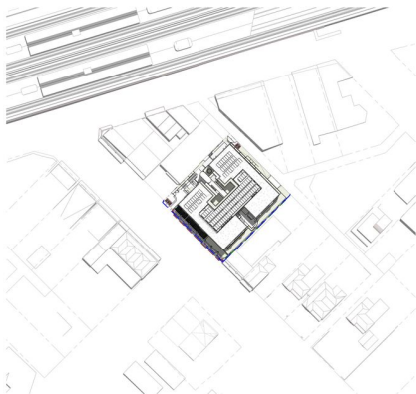
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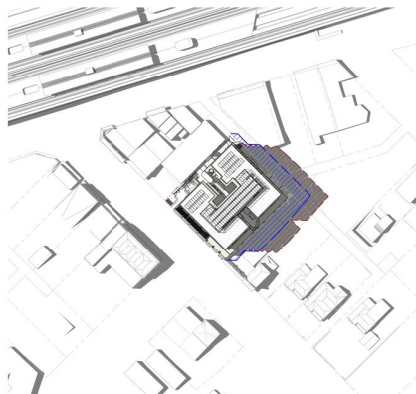
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PROPOSED SCHEME - 9AM



PROPOSED SCHEME - 12PM



PROPOSED SCHEME - 3PM

 PLANNING ENVELOPE SHADOW EXTENTS
 PROPOSED SCHEME SHADOW EXTENTS

DEVELOPMENT APPLICATION

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Project	7-11 King William Street	Drawing	Shadow Diagrams - Summer Solstice	Project No	223272	Author	OB	Scale	@ A3 / 1 : 1000	Drawing No	DA20.002
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Appendix 3



**DESIGN REVIEW PANEL (DRP) ADVICE NOTE – DRP MEETING 3
NO. 7-11 KING WILLIAM STREET, BAYSWATER**

Review attendance		
Subject	Nine Storey Mixed Use Development (Social and Affordable Housing)	
Date	23 rd June 2026	
Time	2.00pm - 4.00pm	
Location	DevelopmentWA's Offices: Mia Yellagonga Tower 2, Level 7/5 Spring Street, Perth	
Panel Members	Chris Maher (Chair) Bret White Dan Firms	Hames Sharley Cox Architecture UDLA
Applicant Team	Kylee Schoonens Jarrad Smith Sean Vincent Pete Adams Alex Campbell Max Mistillis Kris Nolan Michael Memeo James Allbeury Sharyn Keating	Rothelowman Rothelowman PARC Developments PARC Developments Urbis Urbis Urbis Realm Studios Community Housing Ltd Community Housing Ltd
Online		
Observers	Emily Grindrod Barbara Gdowski Dean Williams Gavin Casey Natasha Trefry Jaime Mayger Cahlan Brown Enguun Odsuren	DevelopmentWA DevelopmentWA DevelopmentWA DevelopmentWA DevelopmentWA DevelopmentWA DevelopmentWA DevelopmentWA
Conflict of Interest Declarations		
N/A		
Briefings		
Design Presentation by Rothelowman		
Design Review Report endorsement		
Chair Signature		
	Chris Maher	
Executive Summary		
Overall	The Panel acknowledges the positive progress made through the design review process, particularly the strengthened ground floor interface, public realm contribution, landscaping, and community-focused intent of the social and affordable housing proposal.	
	Whilst acknowledging the improvements, the Panel does not support the proposal in its current form and does not consider that Design Excellence has yet been demonstrated. Further alterations to the design are required to resolve key matters relating to tower massing and materiality, facade and balcony articulation, solar	

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	access, natural ventilation, visual privacy, acoustics, cross link functionality, CPTED and overall safety outcomes. These matters are to be addressed during the current design development phase, rather than deferred to detailed design. Key matters to be addressed include: 1. Improved solar access, visual privacy and acoustic outcomes for the apartments abutting the breezeway. 2. The review of the architectural treatment of the tower to better mitigate the perceived bulk, mass, and scale, with the introduction of more vertical articulation, in keeping with the surrounding smaller lots, which define the Bayswater context. 3. Confirmation of colour palette and materiality for the tower, to better integrate this development with the emerging Town Centre and assist with providing greater articulation of the tower.
Summary	The proposal is yet to appropriately demonstrate that it effectively manages a number of conflicting elements relating to building bulk, access to natural light and reduced internal amenity. Access to light, natural ventilation and privacy issues are competing elements in the design relating to the internal breezeway, and the resolution of these elements through both design and built form changes are required to achieve design excellence and community benefit. A number of critical design elements remain unresolved, and the Panel believes that the project team is capable of making changes to the proposal and its broader site planning to achieve a scheme that improves the key issues highlighted by the Panel, including the following: • Finessing the massing and materiality of the development: ○ consider the tower modulation through selecting materials with enhanced texture, depth, colour variation and with contextual relevance with surrounding streetscape; ○ review balcony approach and introduce further modulation to long balcony balustrading to reduce their perceived length and improve visual articulation; ○ review the materiality and finishes of Level 2 to provide a more meaningful relationship with the successful ground level podium design. • Resolve daylight, privacy, and natural ventilation conflicts through: ○ floor plan, lightwell and window interface refinements particularly for lower-level dwellings and corridor/lightwell spaces; ○ review the interface and materiality of the void spaces in order to meet the requisite amenity for acoustic outcomes, visual privacy, daylight access, and natural ventilation across constrained internal areas • Strengthen the cross link, landscaping, and CPTED outcomes through: ○ Opportunities for improved line of sight and wayfinding to the cross link from the street; ○ passive surveillance of communal spaces across the development; ○ the integration of landscaping within the development; ○ demonstrating a spatial generosity, surveillance and accessibility of the cross link which manages potential conflicts between pedestrian movements and communal use. The matters identified in the sections below must be comprehensively addressed through further design development to demonstrate meaningful progress toward achieving Design Excellence, prior to progressing to detailed design stage.
Design Excellence	

The METRONET East Bayswater Project Area Design Guidelines provide the opportunity for alternative design solutions to be supported, where such proposals satisfy the criteria under section 1.5 'Discretionary Clause.' Section 1.5 requires Design Excellence as well as community, economic and environmental benefits to be demonstrated where discretion is sought.

Design Excellence is defined within Design Guidelines as achieving an exceptional outcome by addressing all SPP7.0 principles of good design and then going above and beyond. Development applications are to demonstrate how the proposal is distinctive, contextually appropriate, and evocative of the current and intended amenity of the area.

The level of design quality required for Design Excellence is to be determined by the Design Review Panel as part of the evaluation and design review process.

The Panel considers Design Quality in social and affordable housing to mean delivering cost-effective, inclusive, and accessible environments that meet the needs of vulnerable communities while fostering and strengthening social cohesion. It recognises the importance of affordability delivered through climate-responsive design that minimises energy use, promotes the use of durable materials that minimise long-term maintenance and operational costs, and a design approach that encourages safety, inclusivity, and integration with the wider community.

As outlined in the initial Design Review report, it is the Panel's view that to achieve Design Excellence the proposal must:

- Demonstrate the ways in which the proposal goes above and beyond the 10 Principles of Good Design as defined in SPP7.0, specifically addressing the **elevated amenity, sustainability, landscaping and built form quality, safety, and security outcomes** across the development.

Further guidance is provided within Appendix 2 of the Design Guidelines. The Panel's detailed evaluation is outlined below.

Design Quality Evaluation

Principle 1: Context and Character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*

1. The Panel acknowledges that the proposal's contextual analysis and response to the local setting have continued to strengthen through the design review process. The community benefit associated with the front setback and public realm offering is one of the stronger aspects of the scheme and provides a positive foundation for the proposal's relationship with King William Street.
2. The podium, massing and streetscape response have progressed positively, with the material analysis and integration with the immediate public edge reading well at ground floor level.
3. Jacaranda Square is a strong and legible public space that anchors the front setback, reinforces the street interface, and provides a clear focal point for activity. The retention and celebration of the existing tree contributes positively to the sense of place and community character of the proposal.
4. The site planning and landscape of the site, inclusive of planting, communal spaces and private spaces form a considerable element of how the project has been formed. While the ground floor podium responds well to community context, the upper levels and tower require further refinement in massing, articulation, and materials to demonstrate contextual relevance to the podium, surrounding streetscapes, and broader Bayswater context
5. Further integration of the Meters Stove within the communal area is supported as part of the broader place narrative, strengthening the proposal's heritage story and reinforces the character of the shared public-facing spaces.

Principle 2: Landscape quality *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*

1. The landscape strategy in the context of the development was viewed as a positive element however landscaping still appears to be retrofitted around the built form rather than considered as part of the planning of the site. This is evident in the peripheral planting approach, rather than planting being integrated into central and community spaces, with canopy and landscaping concentrated at the edge of the site. This limits the benefits of canopy cover and landscaping for the occupants of the development.

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2. The landscape approach creates a sequence of spaces integrating private, communal, and public realms. The landscaping sequencing of the Jacaranda Square, Cross Link, Alfresco, and naming of smaller ancillary spaces builds the narrative.
3. Deep soil planting is concentrated at the site edges creating fragmented and narrow tree canopies that limit shade and amenity benefits to the development. The Panel notes that an early integration of landscaping, as a core element of the design, could have been a positive tool to address issues raised regarding privacy, building facades and amenity.
4. Jacaranda Square is acknowledged as a strong, legible public space anchoring the development and contributing clear community benefit.

Principle 3: Built form and scale *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*

1. The ground floor planning is a positive aspect of the proposal, providing a clear community-focused response and a strong interface with King William Street. This approach has the potential to frame and support the future redevelopment and activation of the streetscape.
2. The Panel's previous comments sought further refinement of the façade modulation and massing to improve the tower's vertical rhythm, composition, contextual response, and transition to the podium. The upper floors and tower continue to present as monolithic and requires refinement through materiality, articulation, and façade modulation to the towers reading and contribution to the streetscape scale and broader context.
3. The surrounding streetscape and context demonstrates a strong smaller lot vertical rhythm, which is not yet referenced in the façade treatment of the tower. The approximately 30 metre length of linear balustrade treatment is extensive. Opportunities to introduce vertical breaks, for visual relief, to the currently unbroken horizontality of the tower should be considered. Further refinement of the balustrade design, including a less continuous linear expression and subtle vertical articulation, would assist in breaking down the perceived bulk, mass, and scale of the tower.
4. The Panel strongly encourages revisiting key elements such as stair design, cross link functionality, balcony articulation, and material detailing to achieve design excellence and improved community benefit.

Principle 4: Functionality and build quality *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.*

1. The Panel queried the relationship between the stair arrangement and communal open space, particularly whether the stair siting further constrains the usability and generosity of communal open space areas. While the stair provides an important vertical connection, the current arrangement appears spatially tight and may reduce the functionality and amenity of the communal space.
2. The cross link is a supportable and positive element of the proposal, providing the opportunity for permeability and community benefit. However, the siting of the stairs and design of the cross link, particularly in response to the level change, places considerable functional pressure on what is also the primary consolidated landscape and communal space. Refinements to the levels, generosity of the space, and functional and landscaping elements would allow the space to operate effectively as a through-site connection, communal area, and landscape setting, while also addressing associated challenges relating to lightwell access, visibility, and CPTED.

Principle 5: Sustainability *Good design optimises the sustainability of the built environment, delivering positive environmental, social, and economic outcomes.*

1. The double glazing of openings is a supported and necessary measure to improve internal acoustic amenity and to assist in mitigating rail and road noise impacts. The Panel encourages this approach to be clearly integrated with the broader sustainability and occupant amenity strategy, including consideration of natural ventilation outcomes.
2. The daylight modelling for Level 2 indicates that baseline minimum lux targets can be achieved; however, this outcome appears to rely on the openness of the lightwell spaces which remains undetermined. The Panel notes that some bedroom and study windows may continue to experience limited natural light due to slab overhangs and the depth of the floor plate. Strategic changes to the floor plan and a further review of lux targets should be undertaken to provide for an improved and consistent level of amenity for lower-level dwellings.

3. The amendments to Level 8, opening up a roof section to create an open void space, have assisted in improving light penetration and partially addressing daylight access concerns. However, these modifications have resulted in visual privacy concerns with limited vertical separation provided along the breezeway to apartments and the potential for overlooking to apartments above and below the respective floors. The Panel remains concerned that privacy, daylight, and natural ventilation outcomes are closely interrelated and in some locations unresolved and are competing with one another. The design should further resolve the lightwell interfaces to ensure windows can be reasonably opened and used without compromising privacy, outlook, or occupant comfort.

Principle 6: Amenity *Good design optimises internal and external amenity for occupants, visitors, and neighbours, providing environments that are comfortable, productive, and healthy.*

1. The deeper floor plates and internal visual relationships create ongoing privacy considerations, particularly where residents may rely on curtains or closed windows to manage overlooking or acoustic impacts. Refinements are required to better balance visual privacy, acoustic comfort, daylight access, and natural ventilation, so that occupant amenity is not compromised by these competing elements.
2. The vertical circulation core remains spatially constrained, which affects ease of movement, user comfort, and perceived safety. The Panel encourages further refinement to improve the spatial generosity, legibility, and the overall quality of movement through this part of the development.
3. The cross link has the potential to provide a valued communal and pedestrian connection. However, the current level changes continue to affect its usability, accessibility, and CPTED performance. Further refinement of the levels and stair arrangement would assist in creating a more comfortable, intuitive, and well-overlooked space.
4. The proposed activation of the cross link with communal amenities, including seating and barbecue areas, is a positive initiative. However, the overlap between communal use and pedestrian movement may limit the effectiveness of the space both as a clear and comfortable public connection, or useable resident communal space. Adjustments to the layout would assist in balancing passive recreation, communal gathering, and through pedestrian access.

Principle 7: Legibility *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*

1. Further refinement of levels, stair arrangements and wayfinding to the cross link would see the space provide as more visible, intuitive, and inviting from King William Street, and enhance site permeability and community connectivity. Improving sightlines toward the broader link space and rear right-of-way connection, rather than primarily to the stairs, would assist in strengthening public legibility, usability, and CPTED outcomes.
2. Further development of the Level 2 podium façade and tower detailing presents an opportunity to strengthen the overall built form outcome and reinforce the proposal's relationship with the surrounding streetscape. Refinement of façade articulation, material expression and tower detailing would support a clearer architectural identity and improve the building's legibility, contextual response, and streetscape contribution.

Principle 8: Safety *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*

1. There is an opportunity to further review the interface between sliding doors and balcony areas to ensure these spaces operate safely and comfortably for residents. Particular consideration should be given to door openings located near balustrades (Juliet balconies), with further assessment of the balcony and balustrade arrangements to confirm safe use and NCC compliance. Converting these living room sliding doors to punched openings, without Juliet balconies, may assist with reducing the perception of height and horizontality for the tower elevation by breaking long runs of balustrading.
2. Further application of Crime Prevention Through Environmental Design (CPTED) principles would assist in strengthening safety, passive surveillance, and user comfort across the development, particularly in relation to the cross link. A CPTED review by a suitably qualified expert is encouraged, with a particular focus on the cross link and other areas where visibility, wayfinding and opportunities for passive surveillance can be further enhanced.

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Principle 9: Community *Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*

1. The refinements to the ground floor plane addressing King William Street are supported and provide a positive interface with the streetscape. The community-focused ground floor uses help foster a sense of inclusion and contribute to street-level activation. Further development of the relationship between the front setback alfresco area and the communal space would strengthen the proposal's community benefit and connection with the surrounding context.
2. Refer additional commentary provided under Principles 2 and 6.

Principle 10: Aesthetics *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*

1. The finish and detailing of the tower materiality remain unresolved. The plans refer to three potential profile types, each with varying levels of articulation. The Panel notes that the selection of a clear material profile and finish is critical to demonstrating an improved tower form – and recommends a stronger commitment is made for delivery of the tower.
2. The Panel queried the introduction of light grey concrete blockwork and how this material relates to the broader design narrative, particularly within a nine-storey development and the sensitive streetscape context. The precast concrete appearance appears unresolved within the overall material palette and established streetscape. The Panel recommends further consideration of material selections that provide greater texture, depth, and colour variation – positively engaging with the ground level design response proposed.
3. The tower's long, continuous balustrades lack vertical division, resulting in a monotonous façade expression. Recommend further articulation and detail to introduce vertical rhythm and to break down the perceived length of the balcony elements may provide some visual relief and reduce the perception of bulk, mass, and scale of the tower component.



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**DESIGN REVIEW PANEL (DRP) ADVICE NOTE – ADDENDUM**

Subject	Lots 40, 41 and 42 (No. 7, 9 and 11) King William Street, Bayswater – Nine Storey Mixed Use Development (HAFF Project - Social and Affordable Housing) DRP Chair Review
Date	15 July 2026
Review Purpose	Review of final development plans in response to recommendations from 23 June 2026 DRP Meeting
Final Comments	
Following the Design Review Panel meeting held on 23 June 2026, the project team has provided revised plans which incorporate changes in response to the Panel's comments. The key revisions include: • <i>Materiality and facade detailing</i>: updated plans and additional information has been provided on proposed material and colour selections, including the refinement of balcony balustrades, revealing vertical party walls and extended Level 1 window hoods to the side elevations. • <i>Street interface</i>: awnings to King William Street have been extended to provide for greater weather protection, pedestrian amenity and improve the presentation of the development to the street. • <i>Residential amenity</i>: additional corridor planters and reflective film to double-glazed windows have been introduced, while west-facing windows to the northern apartments have been removed to reduce heat load. The revised plans were circulated to the DRP Chair for review and discussed at a workshop session held on 15 July 2026. The Chair acknowledged the improvements made in response to previous DRP feedback, including refinements to the materiality, façade detailing, street interface, landscaping, and communal areas. These refinements demonstrate an improvement of the proposals' contribution to the streetscape, amenity, and enhance its relationship with the surrounding context. While recognising the positive changes made, the Chair remains of the view that the proposal does not achieve design excellence in relation to the internal breezeway and associated matters relating to access to natural light, visual privacy, and acoustic considerations. Further design modifications are required to be explored to provide appropriate amenities for all habitable rooms and strengthen the internal amenity of the development. With the exception of the internal breezeway related matters, the Chair considers that, with further targeted refinements, the proposal is capable of achieving elements of good design that provide a suitable built form outcome that is appropriate to its context and its intended use as social and affordable housing. Further refinements should focus on improving internal amenity, privacy outcomes, resolving access, and circulation issues, and refining the architectural expression and materiality to better support the overall design intent. The key matters identified for further consideration are outlined below. <i>Access to Light, Privacy, and Internal Amenity</i> • The additional analysis undertaken to demonstrate internal amenity outcomes is noted but it has not clearly demonstrated or achieved sufficient amenity outcomes for all habitable rooms in part because some habitable rooms are reliant on lightwells as the primary source of day light and ventilation. The Chair recommended further investigation of the lighting analysis be undertaken to demonstrate the targeted light levels can be achieved, these should be demonstrated through updated sectional analysis, including consideration of building slab locations. • The enhanced activation and connectivity through the building via the external stair was noted, however further design modifications was required to balance circulation and connectivity with privacy, security, and CPTED considerations for residents.	

- The increased planter sizes within the walkway, incorporated in response to previous feedback are noted, with opportunities to further refine their integration with the overall design and strengthen privacy outcomes associated with the relationship between windows, walkways and lightwells.
- The introduction of reflective film to windows adjoining the breezeway is noted but not supported as a means of improving privacy and that further design alternatives could resolve visual and acoustic privacy outcomes, while maintaining the benefits of cross-ventilation.
- The alternative floor plate testing undertaken by the applicant is noted. The development precedent examples and supporting imagery are also acknowledged, including their influence on the design response.

Materiality and External Treatments

- There is an opportunity to further articulate the design rationale and strengthen the connection between the materials, the local context, and the overall architectural concept.
- The use of corrugated metal cladding, including variation in tone and profile is a positive refinement subject to appropriate detailing, may support a robust and purposeful architectural expression. Further consideration of a complementary material finishes, such as concrete, may provide a stronger contribution to a design excellence outcome. Further reference to how the context and character of the area has influenced the material selection would also assist.
- Opportunities for a stronger expression of verticality on the façade remains, with refinements to balustrade treatment along the primary street encouraged to enhance legibility.
- The inclusion of Juliette balconies is noted, as are the applicant's investigations regarding relevant building compliance requirements.
- The introduction of window shrouds assists in providing shade, clearer definition to the window openings and contributes positively to the articulation and legibility of the façade.
- The single-storey podium element and canopy are supported, as they provide weather protection, amenity and strengthen the development's relationship with the street.
- The external stairs are recognised as a distinctive architectural element that contributes positively to the character of the development. Further refinement of their location and configuration presents an opportunity to optimise natural light outcomes for internal spaces and support the long-term amenity of the development, including in the context of potential future adjoining development.
- The darker colour palette applied to the roof infrastructure increases its visual prominence and creates the perception of additional height. A lighter colour treatment would assist in reducing its visual impact and better integration with the overall building form.

Landscaping and Communal Areas

- The landscape strategy, including the cross-site link stairs (ground to level 1) and treatment, has evolved positively and contributes meaningfully to the amenity of the development.
- Notwithstanding these improvements, the Chair notes the landscaping remains largely concentrated at the edges of the development. There remains an opportunity to further integrate landscape elements within the vertical circulation spaces, which could further enrich the amenity, character, and overall user experience of the development.
- Further refinement of access and circulation arrangements through the communal areas may assist in optimising the balance between activation, resident amenity, and circulation functionality, while also providing an opportunity to review wind conditions and overall comfort within the space.

Resolution

The Chair acknowledged the positive revisions and clarification provided through the updated development plans and additional information. Matters associated with the internal breezeway environment in relation to natural light, visual and acoustic privacy for apartments remain unresolved from a design perspective. Materiality and external treatments have improved since

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the previous review, strengthening the proposal's relationship to the surrounding context.

Subject to appropriate conditions, the outcome of design modifications and continued refinement through the detailed design process, the development is capable of achieving a good built form design outcome that is appropriate to context and demonstrates design outcomes commensurate with the objectives of a HAFF social and affordable housing project.

Design Review Report endorsement

Chair Signature	
	Chris Maher
	Date: 17/07/2026

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Appendix 4

DevelopmentWA Response to Stakeholder Referral Comments

Stakeholder	Comments	Consideration
City of Bayswater	The City supports the application, subject to the following items being addressed:	The City's support for the application and the recommended conditions are noted.
	1. The Traffic Impact Statement (TIS) addendum proposes four additional parking bays on King William Street. This will require further detailed design and coordination with City of Bayswater engineers and DevelopmentWA.	Noted, advice to the applicant is incorporated into the recommendation, should the additional on street parking bays be pursued.
	2. Based on the applicant's estimated development cost of \$32–36 million (Planning Report P0064898), public art must be provided at a value of at least 1% of the construction cost. The City requests that an accurate construction cost is provided to confirm the value of public art and that the proponents engage with the City's Cultural Arts Officer as soon as practically possible.	Standard DevelopmentWA condition and advice note for public art is recommended.
	3. The plans should be updated to show a minimum 36L trough within each dwelling's laundry area. The laundry area for each dwelling must also include ventilation and floor waste in accordance with the NCC/Building Code and the City of Bayswater Health Local Laws 2023. This information was not included in the revised plans submitted on 13 July 2026.	Recommended as an advice note.
	4. No updated Waste Management Plan (WMP) was included with the revised design package. The applicant should submit a revised WMP addressing the City's previous comments (including correspondence dated 5 June 2026).	Standard DevelopmentWA condition for updated Waste Management Plan to the City's requirements is recommended.

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Stakeholder	Comments	Consideration
	Conditions requiring a revised WMP and implementation of the WMP have been recommended.	
	5. Waste vehicle tracking diagrams were referred to the City's waste contractor; however, comments were not received within the available timeframe. Further assessment should be undertaken with the City's waste management team to confirm waste vehicle access within the site and the potential for collection from the rear Right-of-Way. 6. While the proposal includes active transport infrastructure, additional measures are recommended to improve functionality and help address the parking shortfall. The City recommends preparation of an Active Transport Plan, which should consider: ○ e-bike and e-rideable charging facilities within the bike store area; ○ wayfinding signage and information on nearby destinations and travel distances; ○ secure storage for cargo bikes and larger bicycle types; ○ a bicycle repair and maintenance station; ○ lighting to improve the safety and usability of pedestrian and cycling routes; ○ other initiatives that encourage active transport and reduce private vehicle dependence. 7. The City also recommends increasing EV charging capacity. At a minimum, additional 10-amp power outlets should be provided to allow trickle charging. With only two EV-accessible bays proposed, the current provision is unlikely to meet future demand.	Standard DevelopmentWA condition for updated Waste Management Plan to the City's requirements is recommended. Matters identified by the City for inclusion within an Active Transport Plan are captured via the standard DevelopmentWA condition relating to bicycle parking and end-of-trip facilities. All parking bays are proposed to be EV charging ready, allowing for the future installation of additional charging infrastructure as demand increases, supporting the transition to electric vehicles and provides flexibility over time.
	Should DevelopmentWA be of the view to support the application, it is requested that the following conditions and advice notes are imposed: <u>General</u>	The recommended conditions from the City of Bayswater are noted with:

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Stakeholder	Comments	Consideration
	1. The development shall be carried out only in accordance with the terms of the application as approved herein, and any approved plan(s), including any details marked in red. <u>Building Design</u> 2. The approved parapet/boundary wall(s) and footings abutting the boundaries must be constructed wholly within the subject allotment. The external surface of the parapet/boundary wall(s) shall be finished to a professional standard, to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater. 3. Any external services and utilities including air conditioning units shall be integrated into the design of the building and shall be located so as not to be visually obtrusive to the street and/or adjoining properties, to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater. 4. Prior to occupation of the development, all privacy screening devices shown on the approved plans shall be installed in accordance with the details on the approved plans, to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater. 5. All works shall be undertaken in accordance with the approved Heritage Impact Statement prepared by Urbis (report reference: P0064838, dated April 2026). The recommendations of the report shall be implemented and maintained, to the satisfaction of DevelopmentWA in consultation with the City of Bayswater. <u>Landscaping</u> 6. Prior to the issue of a building permit, a revised Landscaping Plan / Strategy is to be submitted and approved by the DevelopmentWA in consultation with the City of Bayswater, and shall include information to include: - Detailed relocation methodology of the existing mature Jacaranda including supervision - by a qualified arborist, ongoing health, and maintenance plan of the tree. - Include the Tree Growth Zones (TGZ) and appropriate spacing of the proposed trees.	- Conditions and advice notes recommended to ensure a construction management plan is prepared for the site that considers the matters listed in the City's advice. - Standard DevelopmentWA conditions and advice notes relating to boundary wall finishes and the screening of utilities are incorporated into the recommendation. - Standard DevelopmentWA conditions and advice notes relating to undertaking works in accordance with the Heritage Impact Statement are incorporated into the recommendation. - Standard DevelopmentWA condition and advice note relating to provision of a landscaping plan incorporated into the recommendation. - Standard DevelopmentWA condition regarding crossover removals incorporated into the recommendation. - Standard DevelopmentWA conditions and advice note relating to car parking bay construction, marking of bays, truncations and suitable drainage

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Stakeholder	Comments	Consideration
	d) An arboriculturist report to ensure the proposed species and placement is sufficient to protect the health and ongoing vitality of the trees, including for on-structure planting, where there are reduced TGZ or the TGZ is impacted by structures or potential damage during construction. <u>Vehicle Access and Parking</u> 7. All existing crossovers on the King William Street road reserve are to be removed and the verge reinstated, to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater. 8. The car parking area(s) on the subject land shall be designed in accordance with AS2890.01 and shall be sealed, drained, paved and line marked in accordance with the approved plans prior to the first occupation of the development and maintained thereafter by the owner(s)/occupier(s) to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater. 9. All residential, commercial and visitor car parking spaces as shown on the approved plan(s) shall be clearly signposted, to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater. 10. The proposed driveway(s) shall be constructed with suitable drainage/soak wells to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater. 11. Walls, fences, vegetation, and other structures are to be truncated or reduced to no higher than 0.75m within 1.5m of where the access leg/driveway meets the road reserve. 12. No storage or display of goods is to occur outside the building or within car parking areas, to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater. <u>Amalgamation and Easement</u> 13. Prior to the issue of a building permit, Lots 40, 41 and 42 King William Street, Bayswater are to be amalgamated into a single lot. Alternatively, the owner may enter into a legal agreement with the City of Bayswater, prepared by the City's solicitors at the expense of the owner. The legal agreement will allow the owner	measures incorporated into the recommendation. • A Condition for a Public Access Management Plan to address operation and management of the publicly accessible pedestrian link between King William Street and the right of way incorporated into the recommendation. • Standard DevelopmentWA condition and advice note relating to updated Geotechnical Reporting is incorporated into the recommendation. • Standard DevelopmentWA condition and advice note relating to stormwater management is incorporated into the recommendation. • Standard DevelopmentWA condition and advice note for an updated Waste Management Plan is incorporated into the recommendation. • Standard DevelopmentWA conditions and advice notes relating to acoustic reporting and certifications are incorporated into the recommendation. • Standard DevelopmentWA condition and advice note for a Lighting Strategy is incorporated into the recommendation.

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Stakeholder	Comments	Consideration
	12 months to amalgamate the lots. The agreement is required to be executive by all parties concerned prior to the commencement of the works hereby permitted. 14. Prior to occupation of the development, an easement in gross pursuant to Sections 195 and 196 of the <i>Land Administration Act 1997</i> for the benefit of the City of Bayswater be placed on the certificate(s) of title. The easement shall provide for unrestricted public pedestrian access through the designated accessway(s) within the development and shall be shown on the Deposited Plan. The easement is to state as follows: <i>"The burdened land is to be made available for public pedestrian access at all times, free of charge and without unreasonable restriction, for the benefit of the City of Bayswater."</i> <u>Engineering</u> 15. Prior to the issue of a building permit, a Geotechnical Report prepared by a suitably qualified geotechnical practitioner shall be submitted to and approved by Development WA, in consultation with the City of Bayswater. The report shall be accompanied by certification from a suitably qualified structural engineer confirming that the proposed design is appropriate for the site conditions identified in the report. 16. Prior to the issue of a building permit, detailed plans with site-specific groundwater data and hydraulic modelling be undertaken to confirm the viability of the stormwater design. All stormwater and drainage runoff produced onsite is to be disposed of onsite to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater. A discharge permit will be required if discharging into the City's stormwater system. <u>Health and Waste</u> 17. Prior to the issue of a building permit, a revised Waste Management Plan (WMP) is to be submitted and approved by DevelopmentWA, in consultation with the City of Bayswater, and shall include information to include: a) Commercial waste (solid and liquid) to be collected by a private contractor at the expense of the applicant/landowner, and accessed from the Level 1	Standard DevelopmentWA condition and advice note relating to preparation of dilapidation reports is incorporated into the recommendation.

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Stakeholder	Comments	Consideration
	collection area, noting that no waste is to be collected from King William Street. b) Waste presentation area for FOGO bins to be collected via site tipper. The development shall thereafter operate in accordance with the revised WMP for the life of the development, to the satisfaction of the City of Bayswater. 18. Prior to the issue of a building permit, a supplemental acoustic report to be submitted in accordance with the Acoustic Consultant's recommendations prepared by Lloyd George Acoustics (report reference: 251110975-01BDA, dated 28 April 2026) and to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater. The noise assessment shall pay special consideration to addressing the noise criteria associated with State Planning Policy 5.4 Road and Rail Noise and the <i>Environmental Protection (Noise) Regulations 1997</i> and the recommendations of the noise assessment are to be implemented and thereafter maintained to the satisfaction of the City of Bayswater. 19. Prior to occupation of the development, certification from a qualified acoustic consultant shall be submitted, confirming that the recommendations of the acoustic report (report reference: 251110975-01BDA, dated 28 April 2026) have been implemented to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater. 20. Prior to the issue of a building permit, a lighting plan detailing how outdoor lighting is to be designed, baffled and located to prevent any increase in light spill onto the adjoining properties shall be submitted to and approved by DevelopmentWA, in consultation with the City of Bayswater. Any lighting within the public open space shall comply with AS/NZS 4282:2019 – Control of the obtrusive effects of outdoor lighting. <u>Construction Management</u> 21. Prior to the issue of a Building Permit, a Construction Management Plan (CMP) and Traffic Management Plan (TMP) must be submitted to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater, detailing how construction impacts on the surrounding area will be minimised. The plans must include, at a minimum:	

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Stakeholder	Comments	Consideration
	a) The CMP must address waste control, dust, vibration, and noise management. b) The TMP must detail how the safe and efficient movement of vehicles, pedestrians and cyclists will be maintained during construction, including the management of construction traffic, deliveries, and any temporary impacts on the surrounding road network. 22. On completion of construction, all excess articles, equipment, rubbish, and materials being removed from the site and the site is left in an orderly and tidy condition, to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater. 23. Prior to the issue of a building permit, the applicant shall undertake independently prepared re-construction dilapidation surveys for adjoining properties and structures, including heritage-listed or historic buildings, and relevant road reserves that may be affected by the proposed development. A post-construction dilapidation report is to be prepared and submitted upon completion of the works, to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater.	
	<u>Advice Notes</u> 1. Prior to the commencement of development, the landowner/applicant shall obtain all necessary permits and approvals from the City under the City of Bayswater <i>Activities in Thoroughfares and Public Places and Trading Local Law 2020</i> for any works affecting the verge, street trees, footpaths, kerbing, carriageway, or other infrastructure within the adjoining thoroughfare/public place. All works shall thereafter be carried out in accordance with the approved permit(s) and associated conditions, to the satisfaction of the City. 2. All street trees adjoining the subject land, as shown on the approved plans, must be retained and protected. It is the applicant's responsibility to ensure the accuracy of survey plans; any inaccuracies on the plans or removal of street trees without the City's written approval is an offence. If any retained street tree is damaged, removed, or suffers irreversible decline during development or within three years of completion, the landowner will be responsible for the Helliwell amenity valuation, removal costs, and the supply, planting, and three-year maintenance of replacement tree(s) provided by the City.	Advice notes are recommended to address corresponding conditions, where appropriate.

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Stakeholder	Comments	Consideration
	3. This approval does not authorise any interference with dividing fences, nor entry onto neighbouring land. Accordingly, should the applicant/landowner wish to remove or replace any portion of a dividing fence, or enter onto neighbouring land, the applicant/landowner must first come to a satisfactory arrangement with the adjoining property owner. Please refer to the <i>Dividing Fences Act 1961</i>. 4. This approval is not an authority to ignore any constraint to development on the land, which may exist through contract or on title, such as but not limited to an easement or restrictive covenant. It is the responsibility of the applicant/owner to investigate any such constraints before commencing development. 5. A demolition permit shall be obtained from the City of Bayswater prior to the commencement of demolition works. 6. An asbestos clearance certificate shall be submitted to the City of Bayswater as part of the building permit application. 7. The proposed development must comply in all respects with the Building Code of Australia and/or <i>Health (Public Building) Regulations 1992</i> and the City of Bayswater's <i>Health Local Laws 2023</i>. The proposed commercial tenancy is to comply with the requirements of the <i>Food Act 2008</i> and the Australian Food Standard Codes. Plans and specifications that reflect these requirements are required to be submitted to the City of Bayswater with the building permit application. 8. The applicant is to make arrangements to the satisfaction of the Water Corporation for the provision of reticulated sewerage to all lots/units within the subdivision/development. Where the Water Corporation reticulated sewer is not available the premises are to be connected to an approved wastewater treatment system which complies with the requirements of the <i>Treatment of Sewage and Disposal of Effluent and Liquid Waste Regulations</i> and the <i>Government Sewerage Policy Perth Metropolitan Region</i>. 9. Septic tanks, soakwells and leach drains are to be pumped out by a licensed liquid waste contractor, completely removed from the site and filled with clean sand and compacted in accordance with <i>Health (Treatment of Sewage and disposal of Effluent and Liquid Waste) Regulations 1974</i>. A Statutory Declaration must also be provided by the landowner declaring that these works	

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Stakeholder	Comments	Consideration
	have been undertaken. However, if it is not possible to remove septic tanks, the bottoms are to be broken and the tanks backfilled with clean fill and compacted. The applicant is to contact the City of Bayswater's Environmental Health Services at least 72 hours prior to the removal of any system to arrange an inspection. 10. Vehicle crossover(s) shall be designed and constructed in accordance with the City's Specifications for Crossovers. Applicants/owners are advised to contact the City's Technical Services regarding the crossover application process, requirements, and subsidy eligibility. A Crossover Application Booklet detailing the City's requirements is available from the City of Bayswater website (www.bayswater.wa.gov.au).	
ATCO	The site falls within the WAPC Draft Development Control 4.3 Trigger Distance for ATCO infrastructure. Any sensitive land use or high-density community use development within this trigger distance of a high-pressure gas pipeline requires further consultation with ATCO prior to preliminary designs being finalised. Please consider the WAPC's draft DC4.3 and PlanWA for development planning. ATCO identifies that the proposed future development may require additional safety measures to be considered, identified and in place for high-pressure gas pipeline risk mitigation and any works in and around the site.	Comments are noted. Advice notes to this effect are incorporated into the recommendation.
DWER	Thank you for providing the above referral for the Department of Water and Environmental Regulation (DWER) to consider. DWER has identified that the proposal has the potential to impact environmental and water management. Key issues and recommendations that should be addressed are provided below: <u>Acid sulfate soils</u> Acid sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a moderate to low risk of ASS occurring within 3 metres of the natural soil surface. DWER advises that a model ASS related condition is not considered necessary in this instance. However, the following advice is recommended to be applied to the relevant approval: <u>Advice:</u> Acid sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a moderate to low risk of ASS occurring within 3	Advice notes are incorporated into the recommendation to advise the applicant of the need for further site investigations and, where required, appropriate mitigation measures.

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Stakeholder	Comments	Consideration
	metres of the natural soil surface. Please refer to Department of Water and Environmental Regulation's (DWER) acid sulfate soil guidelines for information to assist with the management of ground and/or groundwater disturbing works: https://www.wa.gov.au/government/document-collections/acid-sulfate-soils-publications <u>Dewatering</u> The site is located within the Perth Groundwater Area, proclaimed under the <i>Rights in Water and Irrigation Act 1914</i> (RiWI Act), where a licence may be required for dewatering purposes. The issue of a licence is not guaranteed, but if issued, it will contain a number of conditions, including the quantity of water that can be pumped each year. The proponent is encouraged to contact the Department's Swan Avon Region office on 6250 8000 or ellam.reception@dwer.wa.gov.au to discuss water management options. Further information on water licensing is available here: Water licensing <u>Dewatering exemption</u> A water licence is not required for dewatering purposes if: • the development is within the water table (non-artesian) aquifer; and • water is taken from the well solely for the purpose of removing underground water to facilitate construction or other activity (that is, dewatering) which does not include those activities that relate to the extraction of basic raw materials or result in the lowering of the natural ground level; and • the water is taken at a pump rate not exceeding 10 litres per second over a period of less than 30 consecutive days; and • the volume of water taken over the period does not exceed 25,000 kilolitres. Please note that the discharge of water is not licensed by the Department and should be managed through the local government.	
Western Power	If the new property boundary changes the relationship of distribution equipment to that boundary, i.e. poles, cables or ground-mounted equipment formerly in the road reserve or running in proximity to the old boundary are now well within the property, an application will need to be made to move or remove equipment. This application will determine if an easement is required or if a physical change is necessary.	Noted. Advice incorporated into the recommendation regarding service connection locations and separate applications that maybe required.

Summary of Public Comments

Table A: Summary of Key Issues Raised and Consideration

	Summary of Comments	Consideration
1.	Parking and Traffic Implications Concerns that the amount of car parking bays provided is not sufficient and that the development will increase traffic congestion to the detriment of the locality.	The site is located within 70 metres of Bayswater Station, offering direct access to alternative high frequency public transport options. The parking provision aligns with the objectives of the Design Guidelines, promoting sustainable transport and reducing reliance on private vehicles, while accommodating appropriate parking on-site. The proposed car parking ratio of 0.3 residential bays per dwelling is aligned with comparable affordable and social housing developments within metropolitan Perth, and with car parking to be managed by the community housing provider. A parking utilisation study of the public car park and on-street parking in the vicinity of the was also submitted in support of the development, concluding there was sufficient capacity to provide for additional parking demands, including anticipated peak periods. Vehicular access to the development is provided via the right-of-way. This arrangement appropriately directs vehicle movements away from King William Street and is not expected to result in vehicle queuing or additional traffic impacts to this street. A Transport Impact Assessment was prepared in support of the development and, confirms the traffic generated by the development can be accommodated within the surrounding road network and that design of vehicle access and car parking addresses the Australian Standards. Conditions and advice notes have been recommended to appropriately ensure these matters are address for the life of the development.
2.	Building Height, Built Form and Scale Concerns the nine storey building height does not reflect the development scale intended under the Bayswater Design Guidelines and Town Centre Structure Plan and will set an undesirable precedent.	A building height of eight storeys is permitted on the subject site. In response to the slope of the site, a maximum height of nine storeys is provided to King William Street and eight storeys to the right-of-way which is consistent with the intent of the Design Guidelines which is performance based allowing for increased heights subject to achieving a suitable built form outcome aligned with the broader planning objectives. Due to the site's natural slope, the building presents as eight storeys to the rear right-of-way, consistent with the scale anticipated by the Guidelines. As outlined in the report, the proposal has been through a rigorous and iterative design review panel process with the built form outcomes appropriately justified and supported. The proposal does not

	Summary of Comments	Consideration
		provide precedence for future applications, with these to be considered on their merits in relation to the planning framework.
3.	Heritage Considerations Concerns the proposed demolition of the heritage buildings at No. 9 and No. 11 King William Street have not contemplated opportunities for adaptive reuse, partial retention or façade retention.	The City of Bayswater's Local Heritage Survey identifies King William Street (Bayswater Town Centre) as a Heritage Area, while Nos. 9 and 11 are identified as Category 3 listings, where conservation of the place is desirable, with retention where feasible, and any alterations or extensions should reinforce the significance of the place. The applicant has provided a Heritage Impact Statement which supports demolition of the building on the basis that it is of little heritage significance due to poor condition and diminished legibility. The heritage values of the existing buildings and their contribution to the Bayswater Town Centre have been considered, including through the applicant's Heritage Impact Statement. While demolition of existing fabric is noted, the proposal has been assessed having regard to the relative significance of the buildings, the broader heritage context and the design response, including materiality and reuse of materials. The proposal is considered to appropriately acknowledge the site's heritage context while supporting redevelopment of the town centre. A condition is recommended requiring an archival record of the buildings on Lots 40, 41 and 42 (Nos. 7, 9 and 11) King William Street, Bayswater to be prepared prior to commencement of any works.
4.	Overshadowing Concerns the development will unduly affect access to natural light for adjoining properties and nearby Bert Wright Park.	The Residential Design Codes do not provide a maximum overshadowing requirement for lots zoned R80 and above with this primarily determined by the relevant built form controls. As demonstrated by the applicant's overshadowing diagrams, the overshadowing from the development is generally consistent with a compliant scheme under the Design Guidelines. The impact of the overshadowing is minimal in response to the orientation of the subject lot and with consideration to the envisaged heights of up to eight storeys along King William Street as per the Design Guidelines. The overshadowing from the proposal does not affect Bert Wright Park, which is located 75 metres south-east of the subject site.
5.	Visual Privacy Concerns that reduced visual privacy setbacks and upper-level balconies/windows will result in direct overlooking of adjoining and nearby properties, private open	The adjoining properties are currently single-storey commercial premises and therefore does not result in any adverse overlooking in the context of the planning framework. More broadly, the development provides for openings and balconies to King William Street, the right-of-way and pedestrian link to achieve activation and passive surveillance opportunities. The development does not result in any adverse overlooking to adjoining properties or the public realm.

Summary of Comments		Consideration
	spaces and the surrounding residential area	
6.	Social and Affordable Housing Concerns regarding the concentration and tenure mix of social and affordable housing in Bayswater. Concerns were also raised regarding the resultant management arrangements of the building and implications for community safety.	The proposal will contribute to housing diversity and supply within the Bayswater town centre by delivering social and affordable housing in a highly accessible location within close proximity to Bayswater Station, services, shops and community facilities. The development is to be delivered and managed by a community housing provider. Detailed operational and tenancy management matters are generally managed outside the planning framework; however, appropriate design measures, communal spaces, passive surveillance and access arrangements have been considered as part of the development assessment and are noted in the report and recommended conditions. Concerns relating to perceived community safety, antisocial behaviour and the concentration of social housing are noted. These matters have been considered having regard to the proposed design response, including activation of the public realm, communal areas, lighting, surveillance opportunities and ongoing management arrangements, which are to be further resolved through a CPTED report.
7.	Construction Impacts Concerns excavation and works associated with the development will have noise, dust, and structural impacts on adjacent properties.	Measures to manage dust, noise, traffic, and structural impacts of the construction phase of the development will be considered through a construction management plan and dilapidation reports for directly adjacent properties. Relevant conditions are included on the recommended approval. Any noise generated from the property is to remain in accordance with the <i>Environmental Protection (Noise) Regulations 1997</i>.

Table B: Comments Received

No	Support/ Objection	Location	Comments
1.	Objection	Murray Street, Bayswater	Does not appear to be in keeping with the area. Surely any proposal has to be in keeping with the surroundings and this just is in stark contrast to the local environment.
2.	Neutral	Coode Street, Bayswater	I have no problem with the height or density and I think the design is actually quite nice. My biggest issue however is with the lack of commercial offering. One of the most beneficial aspects of higher density is the activation of the street level which is particularly lacking on King Willie. On a site that has over 36 meters of prime street frontage and rear car access there is only a single 55sqm commercial tenancy. I think this site could provide more to the life of the street and the community, particularly given the 72 units worth of profit for the developer.
3.	Objection	Olfe Street, Bayswater	I am a local resident living on Olfe St and am opposed to the development plan at the identified site on King William St. <u>Traffic:</u> I have read the PJA Transport Impact Statement and believe this report fails to identify significant context around existing road use and road planning following the Metronet development. Specifically, the Olfe St / King William St roundabout has been the source of current contentions within the community around safety. Presently, City of Bayswater Councillors have requested the city to review of both the roundabout as well as the King William / Whatley Crescent intersection due to community safety. Metronet planning was carefully managed to ensure the residents within the pocket north of King William and bounded by Whatley Crescent and Guildford road had sufficient access to turn south on Guildford Rd and travel north on King William. The proposed development falls within this section and is estimated to increase the number of cars requiring access to/from Olfe St by 4.8%. The community has significant concerns over the existing traffic flow at this roundabout, and a further demand for on parking Olfe St and Hamilton St would compound the dangerous conditions. Whilst the report focuses on distribution of traffic, it fails to consider the patterns of driving changes that are required to navigate the parked cars and heavy pedestrian traffic in the vicinity. Hence, while it's only expected to have an additional 110 cars on Hamilton a day, these cars will have to join the existing traffic patterns of needing to wait and give way in parts of Olfe St and Hamilton St that become single lane due to parked cars or stop for pedestrians and animals. I'll also note the Transport Impact Statement fails to note the speeding issue with King William St, with 15% of traffic doing at least 7km

No	Support/ Objection	Location	Comments
			above the speed limit. An increase of pedestrian traffic is likely to create further traffic management issues and compound the existing challenges of the King William / Whatley Crescent intersection. <u>Parking:</u> Currently, Olfe St takes the overflow parking for Hamilton Street, the existing density of the residential housing, as well as parking demand by commuters and community members accessing the town centre means day-to-day parking in excess of 4 hours is a premium. If there is not sufficient parking provided for new residents and visitors, the development would exacerbate current street parking problems. As a resident of Olfe St, I manage daily the challenge of Olfe St and Hamilton St turning into single lanes as a result of street parking. With this hilly terrain, there is already a visibility challenge when driving the streets. Simply put, there is no room for an increased demand in all-day street parking in the area without affecting existing residents and train commuters. <u>Schools:</u> I have no issue with increasing housing density in a Bayswater however development needs to ensure that sufficient resources are allocated to expanding the school network to support such an increase population. Currently, Bayswater Primary is at capacity, so any large inflow of residents within the catchment zone would exceed the existing infrastructure of the school. <u>Heritage setting:</u> I am opposed to any large scale development within the Bayswater town centre strip along King William St. The heritage character of the area is of significant value to the community. I have no problems with high density development in Bayswater however oppose it in this precinct as I believe the development would impede on the heritage character marked by low profile architecture and charm. We have also campaigned heavily to increase the tree canopy around the town centre and do not think such a large scale development would lend itself to the village-type character of the area. I disagree with the findings set out in the Heritage Impact Statement and point to the photos from 2002 as evidence of the ability for these heritage characteristics to be integrated into the streetscape. The report reads like an opinion piece and diminishes the value that is held by the local community on the heritage of town centre. I am strongly of the view that the heritage significance of the site can be maintained and developed for urban renewal in a way that retains original characteristics and does not require a complete demolition. <u>Overshadowing:</u> As a resident, I have concerns around the size of the building and its potential impact on some of the local community areas such as Bert Wright Park. I'd hate to have visual pollution and shadow from the new development when accessing these areas

No	Support/ Objection	Location	Comments
4.	Objection	Lawrence Street, Bayswater	I strongly oppose this development application. The proposed nine storey height significantly contrasts with the scale envisioned for the Bayswater town centre. While the area is expected to accommodate growth, this proposal represents a disproportionate increase in height that is inconsistent with the surrounding buildings and milieu of the Bayswater city centre. The limited setbacks proposed are incompatible with the desired streetscape character. Reduced setbacks at this scale create a sense of building mass that is visually intrusive and would dominate the streetscape. The proposal would introduce a very large number of residents into a single development. This level of density is not distributed across the area but instead compressed into one dominant building, creating an imbalance in how growth is accommodated. Such concentration places disproportionate pressure on local infrastructure, traffic flow, parking availability, and public spaces, rather than allowing density to be absorbed more evenly across the town centre. Best practice social housing policy emphasises integration, distribution, and mixed tenure models. Concentrating a large number of social housing units in one building, particularly one that is significantly taller and denser than its surroundings, creates a single, isolated cluster rather than supporting genuine community integration. The Bayswater town centre framework encourages mixed use, human scale development. A nine storey tower does not reflect this vision. The proposal's height, bulk, and limited setbacks amplify the impact of concentrating all dwellings in one building, creating a dominant and monolithic presence that conflicts with the desired character of the precinct. Below are of points from Bayswater Town Centre Structure Plan, Development Requirements, that I feel this development is at odds with. • <i>"Bayswater Town Centre seeks to be a vibrant, green, transit-oriented and economically sustainable neighbourhood centre, which exemplifies quality and innovative development solutions to respecting local character and heritage."</i> This development does not exemplify quality nor is it an innovative development that respects local character or heritage. • <i>Encourage higher intensity development north of the railway line, which is supported by larger lot sizes. Development to the south of the railway line will respond to site context and enhance the existing sense of place, local character, and heritage significance.</i> This development is to the south and does not respond to site context and enhance the existing sense of place, local character, and heritage significance.

No	Support/ Objection	Location	Comments
			• <i>Provide for a range of active retail, dining and entertainment and commercial land uses at street level supported by residential uses on upper levels that contribute towards a vibrant neighbourhood.</i> This development has one commercial tenancy and remainder of the street level alfresco area appears confined within the development, disengaging it from the footpath and creating a closed rather than open feel at street level. • <i>Built form controls, including building heights and setback requirements, are to be in accordance with the applicable planning scheme and subsequent detailed planning.</i> This development does not comply with the heights and setbacks • <i>To achieve high quality architectural design and built form outcomes that respond to the character in the town centre, new Bayswater Train Station infrastructure, interpret the local context, and celebrate and respond sensitively to the existing heritage fabric.</i> Although this is certainly subjective, I do not see any aesthetic quality in the proposed design. The elevation does not add to the character of the area. • <i>To facilitate design outcomes that present an appropriate scale and high level of articulation, define and enhance the public domain and relate to the pedestrian environment.</i> The building proposed is not of an appropriate scale and high level to enhance the public domain and relate to the pedestrian environment. • <i>To encourage innovative design solutions that respond to site and context-specific opportunities and constraints and contribute towards to the desired precinct character and streetscape typology. Promote buildings that complement and respond sensitively and intelligently to the existing built form and character, including Bayswater's unique topography, built features and heritage elements and fabric.</i> The proposed building does not complement the existing built form or character or contribute towards to the desired precinct character and streetscape typology as it presents as a monolith from street level, out of place due to its insufficient setbacks and imposing visual height. • The siting and design of any building on a site adjoining a recognised heritage place on the City of Bayswater Heritage List shall respect the visual significance and integrity and not overwhelm or adversely affect the heritage place having regard to the design, size, scale, setbacks, and proportion of the proposed building, particularly as viewed from the street. This development adjoins Category 2 listed buildings, considered of "considerable significance and very important to the heritage of the locality with a high degree of integrity/authenticity". The height and density of the proposed development does not respect the visual significance and integrity of those buildings and overwhelms and adversely affects the heritage places in regard

No	Support/ Objection	Location	Comments
			to the design, size, scale, setbacks, and proportion of the proposed building, particularly as viewed from the street. For the reasons above, I do not support the proposed nine storey apartment development with limited setbacks in the Bayswater town centre. A more balanced, distributed approach to density would better serve both the community and the long term development of the precinct.
5.	Objection	Coode Street, Bayswater	I support development in the area. However, this lacks parking and is only going to impact all the businesses and public car parks around as they become 'permanent' parks for the residents. There should be an allocation of one car park per apartment within the complex.
6.	Objection	Aughton Street, Bayswater	Rather than ground floor amenities use the space for parking. Strata fees are likely not going to be well tolerated by those who need social housing and 24 car bays is not nearly enough for the proposed dwelling and commercial premises numbers. The success of those commercial premises will also be impinged by the lack of parking.
7.	Objection	Murray Street. Bayswater	As a resident living within 50m of this proposed building I am deeply concerned about a few issues. How can the shire move setbacks to accommodate this building when all private buildings have to adhere to set back rules. 1. If set backs are moved to suit the building as suggested that means it will end up a great big square building with no character, definitely not fitting in a historic area and definitely an eyesore 2. Agreed not all apartments will need parking bays but at least 50% plus the commercial buildings, can you tell me where approximately 50 extra cars are going to park in a town centre with virtually no parking, I live on Murray street and have permit parking and already struggle to park outside my own property 3. Are all houses within 100m of this proposed building going to get inspections before and after construction completed or will we all get fobbed off by the dodgy engineering company appointed last time to say all the new cracks in our houses are natural settlement. 4. Seen as all new buildings and extensions have to show how it will affect the neighbours natural sunlight how do they propose to get around the fact the town centre will be in shade most of the day or is the proposed building going to be built out of glass? 5. How do you envisage getting around the congestion in the town centre during construction, the current traffic light set up is already terrible with lots of standing traffic, how are they going to deal with constant trucks, material drop offs, tradie parking , doesn't look like this is a well thought out plan

No	Support/ Objection	Location	Comments
8.	Neutral	Leake Street, Bayswater	I support higher density and social housing in the Bayswater town centre. I think with some modification this could be a great addition to Bayswater. Firstly the height is out of keeping with the surrounding area. Up to 6 storeys maximum would be appropriate. Secondly appropriate setback is important for integrating this type of building into the streetscape. The current proposal is not adequate in this regard. Thanks for your consideration.
9.	Support	Salisbury Street, Bayswater	The commercial centre on King William side urgently needs regeneration. The proposed site contains low value buildings that appear to contribute nothing by way of street activation, aesthetics, or commercial activity. The proposed use would see a lift in vitality of the area and a commercial positive to local businesses. Both sides of the railway line need investment, new residential opportunities and attractively presented businesses' to replace a large number of pretty shabby, end-of-life structures. Maybe this is the catalyst for rejuvenating the area to match the new station.
10.	Objection	Beechboro Road South, Bayswater	We write to formally object to the proposed nine-storey mixed-use development at Lots 40–42 (Nos. 7–11) King William Street, Bayswater, currently advertised for public comment. While I acknowledge the intent to support housing diversity and activation within the Bayswater town centre, I hold significant concerns regarding the scale, design, and broader impacts of the proposal on the surrounding community and built environment. <u>Excessive Building Height and Overshadowing</u> The proposed height of nine storeys (approximately 30.9 metres) exceeds the intended height provisions for the site. This scale is likely to: • Result in excessive overshadowing to surrounding properties and public spaces • Reduce solar access and natural light, which is a key consideration in maintaining amenity • Create a built form that is inconsistent with the established character of the precinct • The extent of this variation represents an overdevelopment of the site. <u>Inadequate Setbacks and Impact on Heritage Character</u> The proposal does not meet the prescribed setback requirements, with upper-level setbacks reduced to approximately 3 metres instead of the envisaged 9 metres. This is of serious concern as it will: • Impact important sightlines and visual corridors • Diminish the setting and appreciation of surrounding heritage buildings • Introduce excessive bulk and scale incompatible with the existing urban fabric <u>Insufficient Parking and Traffic Impacts</u>

No	Support/ Objection	Location	Comments
			The proposal provides only 24 car parking bays for approximately 72 dwellings, in addition to commercial and visitor needs. This is likely to: • Exacerbate congestion along King William Street and surrounding roads • Increase reliance on already limited on-street parking • Negatively impact access and turnover for local businesses • Create conflict between residential, visitor, and commercial parking demands The proposed parking provision is clearly inadequate for the scale of development. <u>Built Form Intensity and Infrastructure Capacity</u> While increased density around key transport nodes can be appropriate, it must be supported by suitable infrastructure, design quality, and local capacity. In this case: • Multiple departures (height, setbacks, parking) compound the intensity of the proposal • The site appears unable to accommodate the scale of development without negative impacts • The cumulative effect is inconsistent with achieving a well-balanced and liveable outcome <u>Location, Management and Community Safety Considerations</u> There are also concerns regarding the suitability of this site for a development of this nature in its current form, particularly given its proximity to a major transport interchange. The immediate area surrounding the train station already experiences challenges relating to antisocial behaviour and community safety. There have been ongoing concerns raised by local businesses and residents regarding incidents affecting public amenity and perceived safety in the train station precinct. Introducing a social housing development of this scale and density, without clear evidence of appropriate design, management, and support measures, risks: • Increasing pressure on an already sensitive location • Exacerbating existing issues related to safety, anti-social behaviour, and amenity • Impacting the viability and safety of surrounding businesses and public spaces These concerns are not about the provision of social housing itself, but rather the importance of appropriate planning, location, and management frameworks to ensure successful and safe outcomes for both residents and the broader community. There is strong evidence within the local context of the impacts that can arise where high-density social housing is not appropriately located, designed, and managed. For example, recent media

No	Support/ Objection	Location	Comments
			reporting has highlighted significant issues at a social housing complex in nearby Inglewood, where police were called to the site more than 300 times within a six-month period. Reported incidents included assaults, property damage, threats to residents, and ongoing disturbances both within the complex and in surrounding streets. Residents also reported feeling unsafe, citing harassment, intimidation, and repeated public disorder, with the area described as one of the most highly policed locations in Perth. Further reporting has identified incidents within the broader Maylands and Bayswater areas involving violent behaviour, attempted robbery, and ongoing antisocial activity in public spaces. The City of Bayswater itself maintains a 24/7 Community Safety presence to respond to such behaviour, highlighting the existing pressures already experienced within the locality. These examples demonstrate the importance of ensuring that any proposed development (particularly one of significant scale and density) is supported by appropriate planning, infrastructure, and management frameworks, and is located in an area capable of accommodating such impacts without exacerbating existing challenges. <u>6. Broader Housing Distribution and Planning Approach</u> It is also noted that there is already a significant presence of social and affordable housing within parts of the Bayswater area. Best practice planning principles generally support: • A balanced and distributed approach to social housing across multiple locations • Ensuring developments are located where there is sufficient infrastructure, services, and capacity • Avoiding excessive concentration within a single site where constraints already exist A more strategic and distributed approach may better support both residents and the wider community, including consideration of locations with greater capacity for parking, open space, and supporting infrastructure. In its current form, the proposed development: • Exceeds intended height controls • Does not meet appropriate setback requirements • Provides insufficient parking • Raises significant concerns regarding amenity, infrastructure capacity, public safety, and site suitability For these reasons, we respectfully request that the application be <u>refused in its current form</u>, or significantly revised to align with planning objectives, design guidelines, and community expectations.

No	Support/ Objection	Location	Comments
11.	Objection	Stone Street, Bayswater,	Do not approve the lack of parking spaces. This is non-compliant to R-Codes. The idea of encouraging a reduced car dependency is ok in theory but not enforced. People can still own cars and park them all over King William St and surrounds which already lacks parking spaces. It is already a struggle to find a car park to access the library as it is.
12.	Objection	Hill Street, Bayswater	While I'm pro development. I believe that the chosen location does not suit the area. Having such a high structure (nine storeys), nestled in with single-storey dwellings will look totally out of place. I believe the view from my house will be spoilt when I look out to the direction of the proposed development. I'll need to do some research. See another location for development, it's on the other end of King William Street, on Guildford road.
13.	Objection	Bayswater	Please note the following; 1. I am in favour of a multi-storey building on this site but would prefer the number of storeys to be less because of the visual impact 9 storeys would have. I'd prefer a limit of about 5-6 storeys. 2. I am not in favour of the development going ahead with such limited parking as proposed. This area of Bayswater already suffers from lack of parking especially since changes were made to the Bayswater station and surrounds. I own a small commercial property nearby and on a daily basis I am denied access because of people parking in the strata's parking area to attend IGA, the post office, and the Bank. Limiting the proposed building's parking lots would exacerbate this situation. The developers need to broaden their footprint for this development including purchasing more property to achieve a better parking solution. 3.
14.	Support	Edward Street, Osborne Park	I support this proposal, it adds much needed housing close to a major rail hub and will help bring vitality to the area.
15.	Objection	Hotham Street, Bayswater	I fail to understand why the other development was knocked back & then this one is being considered? It is not in keeping with our heritage precinct & the amount of car bays for the dwellings is ridiculous. Our entire heritage precinct will be dwarfed by a 9 storey building with no sympathetic facade for the area it is in & no thought of the surrounding area. I'm not against development, sensitive development in keeping with the area I'm for, this plan is not sensitive to the area & is more about fitting as many people in an area as possible. I think history has proven this does not create a strong sense of community.

No	Support/ Objection	Location	Comments
			High-rise social housing frequently faces severe structural, social, and maintenance challenges. Common issues include poorly maintained aging infrastructure (like failing lifts and plumbing), inadequate heating or cooling, and structural defects. Socially, these towers can suffer from localised crime, antisocial behaviour, and high tenant isolation due to a lack of shared community spaces.
16.	Objection	King William Street, Bayswater	Please see below my concerns regarding the proposed development application for the nine-storey mixed-use development. I acknowledge the importance of increasing housing supply and providing a range of housing options within the community. However, I have significant concerns regarding the scale, design, and potential impacts of this proposal on the surrounding area, local infrastructure, heritage values, and community amenity. My concerns include, but are not limited to, the following: <u>Insufficient Parking Provision</u> The number of parking bays proposed does not appear sufficient for a development comprising 72 dwellings. It should not be assumed that future occupants will be car-free. Inadequate on-site parking is likely to result in increased demand for street parking, creating congestion and reducing parking availability for existing residents, visitors, and local businesses. <u>Impact on Heritage Character</u> The development is located within and adjacent to a heritage-significant area of Bayswater, including properties on King William Street and the former Bayswater Post Office. Concerns exist that the scale, height, bulk, and visual prominence of a nine-storey building may adversely affect the character, setting, and appreciation of nearby heritage-listed properties and the historic streetscape. It is important that any new development is designed to respect and complement the established heritage context. <u>Unclear Housing Classification and Target Demographic</u> It is unclear whether the development is intended to provide social housing, affordable housing, or a combination of both. As these housing models differ significantly in terms of management, eligibility, and long-term operation, further information should be provided regarding the intended housing type, management arrangements, and target demographic. <u>Pressure on Local Infrastructure and Services</u>

No	Support/ Objection	Location	Comments
			A development of this scale has the potential to substantially increase the local population, placing additional demand on existing infrastructure and community services. This includes local roads, public transport, healthcare services, recreational facilities, and primary schools. It is unclear whether the capacity of these services has been adequately assessed. <u>Community Wellbeing and Open Space</u> The proposal appears to provide limited green space and communal outdoor areas relative to its scale and density. Further information should be provided demonstrating how the development will support the wellbeing of future residents and integrate with the surrounding community. <u>Building Height, Scale and Neighbourhood Character</u> A nine-storey building represents a significant change in scale compared with the surrounding built environment. Concerns exist regarding the visual impact, overshadowing, privacy, and potential loss of neighbourhood character associated with a development of this height and density on the site. <u>Community Safety and Design</u> The application should demonstrate how the design incorporates appropriate safety measures, including natural surveillance, active street frontages, lighting, secure communal areas, and effective ongoing management arrangements to support a safe and welcoming environment for residents and the broader community. <u>Conclusion</u> Given the scale of the proposal and its potential impacts on parking, local infrastructure, heritage values, community amenity, and neighbourhood character, I request that these matters be carefully considered and that further information be provided where necessary before any approval is granted.
17.	Objection	Leake Street, Bayswater	I strongly object to this development application on the grounds that it seeks simultaneous, substantial departures from the Bayswater Design Guidelines across height, parking, boundary setbacks, and visual privacy, departures that, both individually and cumulatively, will cause significant and irreversible harm to the amenity, privacy, and character of the surrounding neighbourhood, including my property on Leake Street. Please see the attached documents for the details. <u>Excessive Building Height</u> The proposed height of 9 storeys (up to 30.9 metres) significantly exceeds the 8-storey, 25-metre maximum envisioned under the Bayswater Design Guidelines. This is not a minor or technical

No	Support/ Objection	Location	Comments
			departure; it represents a 24% increase in height beyond the acceptable outcome. The Guidelines exist precisely to protect the established character of the area and to provide residents with reasonable certainty about the scale of development in their neighbourhood. Approving this departure would set a damaging precedent, signalling to future developers that the Guidelines' height limits are negotiable rather than meaningful. As a resident of Leake Street in close proximity to the site, I would be directly and disproportionately impacted by a building of this scale, which is entirely inconsistent with the built form envisioned for this precinct. <u>Gross Undersupply of Car Parking</u> The proposal provides only 24 car parking bays where 76 are required under the Acceptable Outcomes — a shortfall of 52 bays, or 68% below the required provision. This is an extraordinary departure, not a minor one. A development of 72 dwellings plus commercial tenancies will generate substantial vehicle movements from residents, visitors, commercial tenants, and delivery vehicles. The inevitable consequence of this shortfall is that occupants, visitors, and commercial customers will park on surrounding streets, including Leake Street. This will place unsustainable pressure on on-street parking availability, significantly diminishing the amenity and liveability of the immediate neighbourhood for existing residents. I note that the right-of-way access arrangement does not resolve this problem, it merely relocates where the pressure is felt. <u>Inadequate Tower Setbacks (Privacy and Bulk)</u> The tower element at Levels 8–9 is proposed to be set back only 3 metres from the boundary, in lieu of the required 9 metres. This represents a 66% reduction in the required setback. The setback requirements in the Guidelines are not arbitrary, they are designed to reduce the visual bulk and dominance of tall buildings and to protect the privacy and amenity of neighbouring properties. A 3-metre setback at the upper levels of a 9-storey building will result in a looming, overbearing presence that is entirely inconsistent with the character of the surrounding streetscape. For residents of the neighbouring streets, this will translate to a sense of enclosure and the loss of sky views that are a fundamental component of residential amenity. <u>Unacceptable Visual Privacy Intrusion</u> The proposal also seeks a departure from visual privacy setbacks, proposing only 3 metres in lieu of 9 metres across Levels 4–8. This means that for five full floors of the building (a considerable and continuous portion of the development) residents of neighbouring properties, will be directly

No	Support/ Objection	Location	Comments
			overlooked from habitable room windows, balconies, and other active spaces. The 9-metre visual privacy setback exists specifically to prevent this outcome. Reducing it by two-thirds is not a minor adjustment; it fundamentally compromises the reasonable expectation of privacy that residents of the area are entitled to enjoy in their own homes and private open spaces. I am strongly opposed to any approval that permits direct overlooking of property from a building of this scale. <u>Cumulative Impact of Multiple Departures</u> Each of the proposed departures from the Acceptable Outcomes: height, parking, boundary setbacks, and visual privacy, may be considered individually by the decision-maker, but their cumulative impact is far more significant than any single departure considered in isolation. A building that is taller than permitted, closer to boundaries than permitted, with inadequate privacy setbacks, and a fraction of the required parking, represents a fundamentally non-compliant proposal that departs from the intent of the Guidelines across nearly every key dimension. Approving multiple simultaneous departures of this magnitude would effectively render the Guidelines meaningless as a planning instrument. <u>Character Inconsistency with the Bayswater Guidelines</u> The Bayswater Design Guidelines are grounded in character statements that reflect the desired future built form for the area. The onus is on the applicant to demonstrate, not merely assert, that the alternative design solutions meet those character statements and objectives. In my view, a 9-storey building with minimal setbacks, grossly insufficient parking, and direct overlooking of neighbouring properties does not meet the character aspirations of the Guidelines. The proposal appears to use the departure mechanism as a vehicle to maximise yield rather than as a genuine design response to site-specific constraints. <u>Impact on Infrastructure and Services</u> A development of 72 dwellings plus commercial tenancies will place increased demand on local infrastructure, including stormwater, waste collection, and street network capacity. Given that the parking shortfall will push vehicle movements onto surrounding streets, Leake Street and adjacent roads will bear a disproportionate burden of traffic and parking impacts that have not been adequately assessed or mitigated. <u>Concern About Precedent</u>

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			If this application is approved with all proposed departures, it will establish a precedent that invites future applicants to test and progressively erode the boundaries set by the Bayswater Design Guidelines. As a long-term resident of Leake Street, I am deeply concerned that the approval of departures of this scale and number will fundamentally alter the character of the neighbourhood in ways that cannot be reversed. <u>Request</u> I respectfully request that the decision-maker: Refuse the application as proposed, given the extent and cumulative impact of the departures sought. I also request that I be notified of any decision on this application and provided with the opportunity to be heard if the matter proceeds to a hearing or review.
18.	Objection	Murray Street, Bayswater	This proposed building will destroy beautiful Bayswater, I am totally against this proposal, it's disgraceful it has come this far in planning
19.	Objection	Whatley Crescent, Bayswater	I am writing to formally lodge my objection to the proposed 9-storey mixed-use apartment development on King William Street, Bayswater. As a nearby local resident who drives through King William Street on a daily basis, I am intimately familiar with the current traffic, parking, and streetscape dynamics. While I support thoughtful density and revitalization within our town centre, the scale and design of the current proposal represent a significant over-development that conflicts with the established character and capacity of the area. My specific objections are detailed below: <u>Inappropriate Height and Scale (Streetscape Incompatibility):</u> The proposed 9-storey height is entirely out of step with the existing built form of King William Street and the broader Bayswater village character. A building of this magnitude will create an overbearing visual impact, causing significant overshadowing of public spaces and neighbouring properties. From a driver's and pedestrian's perspective, it fails to offer a sympathetic transition to the surrounding lower-density streetscape, contradicting local planning intentions to preserve a human-scaled, inviting main street environment <u>Severe Parking Shortfall and Traffic Congestion:</u> The allocation of only 24 parking bays to service both the commercial businesses and the 76 residential apartments is highly inadequate. From my daily commute, I know firsthand that King William Street is already a heavily congested corridor with severely limited street parking. Relying on the assumption that residents and retail visitors will exclusively use public transport is unrealistic. This severe shortfall will inevitably spill over into surrounding residential side streets, worsening local traffic congestion, reducing retail accessibility for locals, and creating safety hazards for pedestrians and drivers alike.

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			<u>Inadequate Street Setback:</u> The minimal street setback proposed for a building of this height creates a harsh, canyon-like effect along King William Street. Without a generous setback or a well-defined podium-style design (where upper levels step back from the street), the building will loom over the footpath and the road. This reduces the quality of the pedestrian environment, restricts natural light, and leaves inadequate space for meaningful canopy greening or street trees. For the reasons outlined above, I request that the Council refuse the application in its current form. The development must be significantly scaled back in height, stepped back further from the boundary line, and redesigned with a realistic parking allocation that accommodates its own demand.
20.	Objection	Whatley Crescent, Bayswater	I'm writing to lodge my objection to the proposed 9-storey apartment block on King William Street. I live nearby and drive through here every single day, so I know firsthand how busy this stretch already gets. While I'm all for upgrading the area, this specific proposal is just way too big for the location. My main issues with it are: • It's just too tall: A 9-storey building completely clashes with the rest of King William Street and the Bayswater village feel. It's going to look massive, loom over the road, and block out a lot of natural light. It needs to be scaled back to fit the actual look and feel of the neighbourhood. • The parking is unrealistic: Offering only 24 parking spots to share between commercial businesses and 76 apartments is an absolute joke. Anyone who drives here daily knows street parking is already tight. Residents and shoppers aren't just going to stop owning cars. This shortfall is going to completely overflow into our local side streets, making traffic, and parking a nightmare for everyone else. • No breathing room from the street: The building sits way too close to the road. Without a decent setback, it's going to create a harsh, boxed-in effect on the footpath and leaves absolutely no room for street trees or greenery. In its current form, this project is a massive over-development that the local streets just can't handle. I ask that the council or planning panel reject this design until the height is dropped, a proper setback is added, and realistic parking is provided.
21.	Objection	Murray Street, Bayswater	As a local resident and am strongly opposed to this development as proposed. The significantly insufficient parking in a mixed use area will impact negatively on existing residents and businesses, and equity new residents in this complex. The setbacks and privacy are also of concern as not aligned with standards, which have been created for valid reasons for community and home residents. Not aligning to code now will have permanent and unchangeable impacts.

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22.	Objection	Cobden Street, Bayswater	in response to proposed development at 7-11 King William St, Bayswater, does not comply with local area due to height, Poor access to already limited parking, too close to a main road and restricts natural light to other shops, does not allow for mixed housing.
23.	Objection	Whatley Crescent, Bayswater	I support the revitalisation of the Bayswater Town Centre, increased housing supply, and the delivery of affordable housing in appropriate locations. However, I do not support this proposal in its current form as it represents a significant departure from the planning framework established for the Bayswater Town Centre. The proposal exceeds the intended built form outcomes for the precinct, conflicts with the adopted vision for King William Street, relies on multiple departures from planning controls, and establishes a precedent that risks undermining the strategic planning framework for Bayswater. I write to object to the proposed nine-storey mixed-use development at 7-11 King William Street, Bayswater. I support increased housing supply, affordable housing initiatives, and transit-oriented development in appropriate locations. However, support for these objectives should not override the adopted planning framework established for the Bayswater Town Centre through extensive strategic planning and community consultation. Having reviewed the supporting planning documentation, sustainability assessment, transport assessment, design statement, Bayswater Town Centre Structure Plan and METRONET East Bayswater Design Guidelines, I am concerned that the proposal represents a significant overdevelopment of the site and relies upon substantial departures from the adopted planning framework. The proposal exceeds the intended built form, compromises the village character of King William Street, provides a substantial parking shortfall, and relies upon sustainability outcomes that do not appear commensurate with the scale of planning concessions sought. <u>Excessive Height Contrary To The Structure Plan</u> The Bayswater Town Centre Structure Plan identifies the subject site within the King William Core Precinct and provides specific guidance regarding built form outcomes. The Structure Plan contemplates a maximum building height of five storeys where bonus height provisions are utilised. The proposed development seeks approval for a building of approximately nine storeys and 31 metres in height. This represents an increase of approximately 80% above the height anticipated by the Structure Plan. While discretionary variations may be considered, they should remain the exception rather than the rule. In this instance, the departure is so significant that it fundamentally alters the scale and character

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			envisaged for King William Street. The proposal cannot reasonably be described as a minor variation to the planning framework. <u>Conflict With The Village Character Of Bayswater</u> The Bayswater Town Centre Structure Plan repeatedly identifies the importance of maintaining Bayswater's: • Village feel; • Fine-grained subdivision pattern; • Pedestrian scale; • Heritage character; • Local identity. The proposal introduces a scale of built form that is inconsistent with these objectives. The surrounding town centre remains characterised by low-rise development, heritage buildings, and narrow-frontage commercial premises. A nine-storey tower would become the dominant built form within the precinct and risks eroding the distinctive character that the planning framework seeks to preserve. <u>Failure To Reinforce A Human Scale Streetscape</u> The Structure Plan specifically requires new buildings to reinforce a human-scale streetscape. A nine-storey building substantially exceeding the intended height framework cannot reasonably be described as reinforcing a human-scale streetscape. Whilst the applicant argues that the development acts as a transitional built form, the scale of the proposal exceeds both the existing context and the intended future character identified within the planning framework. Rather than acting as a transition, the proposal risks becoming the defining built form of the precinct. <u>Multiple Simultaneous Departures From Planning Controls</u> The proposal seeks approval despite acknowledged departures relating to: • Building height; • Boundary setbacks; • Tower setbacks; • Visual privacy setbacks; • Parking provision.

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			Any one variation may potentially be justified on planning merit. However, the cumulative effect of multiple variations must also be considered. When assessed collectively, the proposal appears to be seeking maximum development yield rather than demonstrating exceptional design outcomes sufficient to justify departures from multiple key planning controls. <u>Design Review Panel Concerns Remain Unresolved</u> Of particular concern is that the applicant's own Planning Report acknowledges unresolved concerns identified by the DevelopmentWA Design Review Panel. The report notes that concerns remain regarding: • Building bulk; • Access to natural light; • Internal amenity outcomes This is significant. The Design Review Panel exists to assess design quality and design excellence. If concerns remain regarding bulk, daylight, and amenity, then the claimed design merits of the proposal should be treated cautiously. <u>Sustainability Benefits Are Being Overstated</u> The applicant places considerable emphasis on the sustainability credentials of the project. However, the Sustainability Assessment indicates that the proposal is targeting approximately 40 Green Star points, only marginally above the minimum threshold required to achieve a 5-Star Green Star Equivalency outcome. The proposal is therefore not a market-leading sustainability development. Furthermore: • Numerous sustainability initiatives remain subject to future design development; • Several outcomes remain identified as recommended or subject to confirmation; • No points are allocated to the Green Star Nature category; • No project-specific Transport Plan is proposed despite substantial parking reductions. Accordingly, the claimed sustainability benefits should be afforded limited weight when balancing the proposal's substantial departures from planning controls. <u>Absence Of A Green Travel Plan</u> The proposal seeks approval for a significant parking reduction. Only 24 residential parking bays are proposed for 72 dwellings. This equates to approximately one parking bay for every three dwellings. Despite this substantial reduction, the Sustainability Assessment confirms that no project-specific Transport Plan is being prepared. This appears inconsistent with the intent of the Bayswater Town

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			Centre Structure Plan, which contemplates Travel Demand Management measures and Green Travel Plans for higher-density development. Given the scale of the parking shortfall, the absence of a Transport Plan is concerning. <u>Parking And Local Business Impacts</u> The application seeks approval despite a parking shortfall of approximately 76 bays. Whilst proximity to Bayswater Station may justify some reduction in parking provision, the extent of the shortfall raises legitimate concerns regarding: • Parking spill-over into surrounding residential streets; • Impacts on existing businesses; • Visitor parking demand; • Service vehicle activity; • Rideshare and delivery activity. The surrounding town centre already experiences parking demand associated with commuters, visitors, and local businesses. The proposal has not adequately demonstrated that this additional demand can be absorbed without adverse impacts. <u>Community Safety And Public Realm Activation</u> The proposal places considerable emphasis on community outcomes, social connection, and resident interaction. However, supporting documentation acknowledges that no activation strategy will be implemented to sustain placemaking outcomes beyond practical completion. As a local resident, I have observed an increase in antisocial behaviour, loitering, vandalism, and public disturbances within parts of the Bayswater town centre following the station redevelopment. While housing type alone should not be associated with these issues, the proposal has not demonstrated how it will actively contribute to: • Public realm activation; • CPTED outcomes; • Long-term management of communal spaces; • Improved perceptions of safety; • Positive outcomes for surrounding businesses and public spaces. These matters warrant careful consideration given the scale and intensity of the proposed development

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			<u>Funding Objectives Should Not Override Planning Outcomes</u> The Planning Report indicates that the dwelling mix and overall yield have been structured to align with funding requirements and housing delivery targets. While these objectives are understandable and worthy of support, funding requirements should not override the adopted planning framework. The role of the planning system is to determine whether a development is appropriate for a site, not whether it satisfies external funding criteria. The fact that a higher yield may improve project viability does not automatically justify substantial departures from adopted planning controls. <u>Undesirable Planning Precedent</u> Perhaps most importantly, approval of a nine-storey development within a precinct where the Structure Plan contemplates a substantially lower built form would establish a significant precedent. Future applicants will inevitably rely upon this decision to justify: • Additional height; • Reduced setbacks; • Parking reductions; • Departures from built-form controls. The cumulative effect would progressively undermine the planning framework established for the Bayswater Town Centre. Planning controls exist to provide certainty to residents, businesses, and developers alike. Significant departures should only be supported where there is a compelling planning justification. In this instance, that threshold has not been demonstrated. <u>Conclusion</u> I support the continued revitalisation of the Bayswater Town Centre, increased housing supply, and the delivery of affordable housing in appropriate locations. However, these objectives should be achieved in a manner that remains consistent with the planning framework developed for Bayswater through extensive strategic planning and community consultation. The adopted Bayswater Town Centre Structure Plan and METRONET East Bayswater Design Guidelines establish a clear vision for King William Street as a vibrant, walkable, and human-scaled town centre that respects its heritage character and village identity. This proposal seeks significant departures from that framework, including: • A building height substantially exceeding the intended built form outcomes; • Multiple variations to setbacks and privacy controls;

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			• A significant parking shortfall; • Limited transport demand management measures; • Sustainability outcomes that do not appear commensurate with the scale of planning concessions sought; and • A built form that risks overwhelming the established character of King William Street. Of particular concern is that the proposal relies on numerous simultaneous departures from the planning framework while the applicant's own reports acknowledge unresolved concerns regarding building bulk, natural light, and amenity. While any one variation may potentially be supported on planning merit, the cumulative effect of these departures results in a development that is substantially more intensive than envisaged by the adopted planning framework. Approval of the proposal would establish a significant precedent for future development within the Bayswater Town Centre and risks undermining confidence in the strategic planning vision that has guided redevelopment of the precinct. For these reasons, I respectfully request that DevelopmentWA refuse the application in its current form or require substantial amendments to reduce the height, bulk, and intensity of the proposal so that it better aligns with the objectives, intent and character outcomes of the Bayswater Town Centre Structure Plan and METRONET East Bayswater Design Guidelines.
24.	Support	Armada Street, Bayswater	I support the project.
25.	Neutral	Hamilton Street, Bayswater	Whilst supportive of social and affordable housing, this development is simply way too big for this location. 9 storeys is definitely not in keeping with the local environment and will ruin the appeal of living in Bayswater for many. Being close to the train station is great however being 41 bays short under the guidelines will be a disaster. Everyone knows that everybody drives in Perth so where do you propose all the excess cars will park? It will of course be in all the surrounding residential streets clogging them up even further. Vehicle access from the development will also be problematic as access from Olfe Street onto King William is already a problem. Again, very supportive of new housing as we need it however this development just feels like developers cramming as much as they can onto the site without any regard for the people that already live here or the local environment. Would be supportive if it was scaled back to something more in keeping with the area.

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26.	Neutral	Lawrence Street, Bayswater	It would have been nice to see more commercial style space. I am also supportive of affordable house, I would like to understand the mix of social to affordable and the model used e.g., social house apartments with options for people to purchase as affordable to allow more of a community rather than transition style housing.
27.	Support	Bunya Street, Noranda	Supportive of this development. Provides population to support nearby businesses and activation through increase in local population.
28.	Support	Hotham Street, Bayswater	I support the proposed apartment complex in Bayswater. While I understand the development may not strictly meet every applicable design requirement, I believe the proposal should be considered on its overall merits. Bayswater is an area well suited to increased housing density, particularly given its proximity to public transport, local shops, services, and established infrastructure. The proposal will help provide much-needed housing choice in the area and contribute to the ongoing renewal of Bayswater. In my view, minor departures from design requirements should not prevent approval where the overall outcome is appropriate, functional and beneficial to the local community. I would encourage the decision-makers to take a practical approach and support the development, subject to any reasonable conditions required to manage impacts on neighbouring properties, streetscape presentation, parking, landscaping and amenity. Overall, I believe this proposal represents a positive contribution to Bayswater and should be approved.
29.	Neutral	Bayswater	My understanding is that this will provide social and affordable housing. While it is very important to integrate the community aspect due to becoming a community hub in the heart of the Bayswater, the most important aspect for me is accessibility. In terms of the shops and common spaces on the ground but also the housing side. Will there be housing opportunities for people with disabilities e.g. wheelchair users? I also would like to see accessible parking for wheelchair users as well as easy access to the common spaces on the ground level. Thank you
30.	Objection	May Street, Bayswater	Are you absolutely insane? This block is entirely out of keeping with the area, it will be absolutely imposing and encroaching on all the close by properties, blocking light and making it dark and uncomfortable. You'd be making coming to Bayswater even less appealing by making it impossible to park because I know the perception is renters and low income people don't have cars but that is a stupid assumption. I can promise you that the Homes West houses down the street from my last house had plenty of vehicles, so arguing the 24 spaces is sufficient is just insane... Plus they will have

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			guests, a hundred plus extra people in a small area will bring in more cars, and where are they supposed to go on top of the limited parking? The businesses nearby are going to suffer. I'm all for social housing in that space, but not the giant sardine can you have planned. Why not use the empty block at the other end of King William or redevelop the ugly block of shops next the Bayswater hotel. There are at least multi-storey apartments already on that side and it should have less visual and social impact on the town centre. That block design and size will destroy the appeal of the town centre completely. I am 100% against what has been put up for consideration.
31.	Objection	May Street, Bayswater	With regards to the proposed development on King William st, I find it hard to believe that the proposal is actually being seriously considered. It states in the article above this form that the proposal deviates from the established guidelines in a number of ways, and not by a small amount either, under the excuse of 'meeting the character statements and objectives'... I do not see how the proposed 'design statement' does this. At no point does it justify why the proposal exceeds the guidelines on height, parking bay allocations, setbacks, privacy rulings etc. If this were a school or university assignment that disregarded so many established guidelines it would be returned with the instruction to reread the assignment and submit again. The surrounding area on that section of King William is two storeys high. Two. At the far end closer to Guildford Rd there is a block of units three storeys high. Three. What possible justification could there be for building a nine-storey monstrosity on this street? Aside from the fact that is nowhere even approaching 'in keeping' for the immediate area, the street is simply not wide enough to suit something of that size. Aside from the imposing nature of a towering monolith like the concept art suggests, it would also block light to the area. Now let us consider anyone else who already lives in this area. Aside from finding their natural light blocked and the visual eyesore, they now have nine storeys of units overlooking their properties (especially considering the previously mentioned disregard of established privacy guidelines). If an individual residence on that street submitted a proposal to increase their house to nine storeys I can only imagine that they would have been laughed out of the consultation; I am frankly baffled that this would be considered for a developer instead. Now let us consider the sheer numbers. The proposal states 72 new residences and then a paltry offering of 24 parking bays (less than a third of the guideline amount) - even with the questionable

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			assumption that a single residence would not own more than one vehicle, what about visitors to the area? The Bayswater precinct is already short on parking. Parking spaces were recently removed to plant trees. More parking is going to be removed to build this development. To only propose a third of the recommended amount is just ridiculous. In the surrounding area, houses are required to have a driveway/carport/garage big enough to accommodate two cars, yet a development of units is being considered when it doesn't even come close to this ratio? This proposed development is only going to put more strain on the existing parking issues. Finally, the aspect on which I don't doubt there has been additional feedback- the 'social housing' aspect. Bayswater already has a large percentage of social housing and, as a resident who has had to deal with the social issues and concerns associated with residents of social housing, I question the decision to place such a large increase in social housing in this specific location. Since the redevelopment of Bayswater station, the precinct is already getting a reputation for civic unrest at certain times of day (and this is not purely hearsay, I personally have narrowly avoided being hit by a thrown bottle while waiting for a bus outside of the station) and I feel that this proposed development so close to the station will add to the issue. Also of potential concern is placing a huge residential building directly opposite a bottle shop. Now of course I do not suggest that every resident of social housing is likely to be an issue, merely that from experience living close to these housing types they seem to have a disproportionately high rate of issues. More often than not this is from visitors rather than residents, and this residence is being proposed right next to a transport hub. If this ill-thought out development is for some reason deemed necessary for the area, would a better site not be the currently-vacant lot on the corner of King William and Guildford Rd? In closing, if my feelings on the matter were not already clear, I do not support this proposal; I am opposed to pretty much every aspect of it and do not understand how it is even being considered for discussion. To summarise: It does not suit the area. It disregards multiple guidelines for the area. It has the potential to detrimentally affect the area. A scaled-down and in-keeping version of this proposal could work elsewhere, but the current proposal is untenable.

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32.	Neutral	Murray Street, Bayswater	I live 50m away from this development and have a strong interest in seeing it developed in the appropriate way. I strongly support social and affordable housing and development, but I'd like the development to be in line with acceptable conditions, and to be cognisant of the heritage qualities and aesthetics of its immediate vicinity. The proposed height of 9 storeys (up to 30.9 metres) exceeds the envisioned height of 8 storeys (up to 25 metres) and will be hugely imposing over every building in the Bayswater Town Centre. 8 storeys is also imposing but preferred over 9. There are only twenty four (24) parking bays for commercial visitor and residential parking provided, in lieu of 76 parking bays. The residents will therefore be parking on every other nearby street (including mine) - and we will have no parking available to visitors to the City, which we so desperately need for business and economic viability. The development does not achieve the boundary setbacks envisaged under the applicable Acceptable Outcomes: - the tower element (Levels 8–9) setback 3 metres in lieu of 9 metres; and - visual privacy setbacks of 3 metres in lieu of 9 metres to Levels 4–8. The development needs to stick to the Acceptable Outcomes (otherwise what is the use of having Acceptable Outcomes) and align with the heritage look of the City Centre in its facade. In its current form, the heritage aesthetics of every building and structure in the town centre will be overshadowed by this box.
33.	Support	Mallion Street, Bayswater	Love the plans. The city needs more dense housing to allow small businesses to thrive. We need make ourselves attractive for small businesses to come to Bayswater. We need more small housing and amenities such as this. More cafes, boutique bars, shops, retail. This is good progress, especially with the younger demographic now living in the city of Bayswater
34.	Neutral	Slade Street, Bayswater	I live 400m away from this development and have a strong interest in seeing it developed in the appropriate way. I strongly support social and affordable housing and development, but I'd like the development to be in line with acceptable conditions, and to be cognisant of the heritage qualities and aesthetics of its immediate vicinity. The proposed height of 9 storeys (up to 30.9 metres) exceeds the envisioned height of 8 storeys (up to 25 metres) and will be hugely imposing over every building in the Bayswater Town Centre. 8 storeys is also imposing but preferred over 9.

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			There are only twenty four (24) parking bays for commercial visitor and residential parking provided, in lieu of 76 parking bays. The residents will therefore be parking on every other nearby street (including mine) - and we will have no parking available to visitors to the City, which we so desperately need for business and economic viability. The development does not achieve the boundary setbacks envisaged under the applicable Acceptable Outcomes: - the tower element (Levels 8–9) setback 3 metres in lieu of 9 metres; and - visual privacy setbacks of 3 metres in lieu of 9 metres to Levels 4–8. The development needs to stick to the Acceptable Outcomes (otherwise what is the use of having Acceptable Outcomes) and align with the heritage look of the City Centre in its facade. In its current form, the heritage aesthetics of every building and structure in the town centre will be overshadowed by this structure. Very disappointed that local knowledge from those with expertise and lived experience of the Bayswater business district and close surrounds were not consulted e.g. locals who have lived and worked close by for 20-40 years, volunteers with the Bayswater Historical Society. Especially as a Heritage Report was included without any contact with local historical societies.
35.	Neutral	Drake Street, Bayswater	Generally, I support this development but I think it is too high and too many apartments. I'm concerned about the build quality when trying to cram too many residences here. A better option might be similar to the slightly smaller Mt Hawthorn development - https://chl.org.au/property/in-development-mount-hawthorn/ . I'm also concerned about the lack of parking for so many residences.
36.	Objection	Bayswater	Legitimate concerns: • 9 storeys 'block' building being out of scale, imposing and ugly in the heart of historical Bayswater. • The severe impact on traffic during the dilapidation and construction process, right next to Bayswater's major intersection • the mess left on roads around the construction area left by construction trucks: hopefully the local council will push for strong impact mitigation management. • The inability for immediate commerce (The Fair Trade Shop, The Laneway Artspace, the Post Office and King Somm) to continue their business as usual during demolition and construction. Especially if most of construction trucks etc. are blocking the rear laneway access to the Post

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			Office and the Laneway Artspace and also because of heavy piling, noise, high vibrations, dust, etc.) • pre and post construction survey and engineering insurances must be a requirement from the local council, with clause for compensations to immediate neighbours • the risk it may represent to people working in those immediate business around the site, e.g. if objects, artwork, etc. from 5 King William St fall, break or hurt a volunteer due to vibrations/piling etc.
37.	Objection	King William Street, Bayswater	I wish to respond with regards to the proposed changes to the Acceptable Outcomes of the Guidelines, specifically to the proposal to reduce the number of car parking bays to 24 instead of 76. Considering there are 72 residential one and two bedroom units along with commercial premises, how on earth would this be adequate parking? The result would be all of the surrounding residential streets would be constantly filled with parking to service this building, impacting residents greatly. At the bare minimum, there should be a car bay for each residence. Usually two bays for a two bedroom. Let alone the commercial requirement. The original 76 bays is not even adequate to cater for all of this. So I would like my objection to this amendment recorded. Additionally, whilst I am not opposed to a 9 storey building, I believe the upper levels should have more setback for aesthetic and privacy reasons mainly. Reducing this from 9 metres to 3 metres seems extreme.
38.	Objection	Leake Street, Bayswater	I support the goal of increasing social and affordable housing in well-serviced close to the railway line. However, I do not support the current proposal for a nine storey building at 7–11 King William Street because it is inconsistent with the established character and planning intent for the Bayswater Town Centre and will have adverse impacts on local amenity. 1. The proposed 9-storey height is a little excessive in the context of King William Street, which is defined by a predominantly low rise character. I believe a 4-storey building to be a more appropriate fit 2. Previous proposals on this street have been found by decision makers to have an “undue impact on the amenity of the area due to [their] bulk and scale” and to be “inconsistent with orderly and proper planning”. Building a 9-storey development greatly intensifies those same concerns. 3. The Bayswater Town Centre planning documents identify King William Street as a key part of the town’s unique heritage and character. A 9 storey tower at this location would visually

No	Support/ Objection	Location	Comments
			dominate the remaining heritage buildings and streetscape, reducing impact of the older fabric and effectively turning retained elements into thin facades attached to a much larger, incompatible form. This outcome conflicts with the intent to revitalise Bayswater in a way that respects and integrates its heritage, as articulated in the METRONET East – Bayswater framework and Design Guidelines developmentwa.com 4. A building of this scale is likely to create significant overshadowing, overlooking and loss of privacy for surrounding residents and small businesses beyond what has been previously contemplated in local engagement and council positions on development in this location. The resulting canyon effect on King William Street would detract from the walkability, comfort and attractiveness of the town centre, which the METRONET East project seeks to enhance developmentwa.com 5. DevelopmentWA's own engagement process for METRONET East – Bayswater attracted extensive local input, leading to Design Guidelines that sought to balance intensification with preservation of the town's valued character developmentwa.com A nine storey tower at this prominent location appears out of step with the low rise, human scale form that many community members expected based on earlier consultation around Bayswater's character and built form. Approving a development so far beyond those expectations risks undermining trust in the planning and consultation process. 6. There is a strong public interest in delivering more community housing near Bayswater Station, and I support that goal. However, this objective can be achieved through a lower rise, better integrated development on this or alternative sites that respects height transitions, heritage, and amenity while still delivering much needed dwellings. A more moderate height, stepped massing, generous setbacks, and high quality communal open space would provide a better outcome for both future residents and the existing community. For these reasons, I request that DevelopmentWA not support the current nine storey proposal for 7–11 King William Street in its present form and instead require a revised design that is more compatible with the Bayswater Town Centre's character, heritage, and community expectations while still delivering additional social and affordable housing.
39.	Objection	Veitch Street, Bayswater	I am opposed to this development. The King William St/Whatley Cres intersection is a nightmare for pedestrians - I commute to work daily on the train so am required to cross this intersection twice daily - cars ignore the red arrow and the red light so it is a very dangerous intersection. This construction would add to the congestion and traffic chaos at this poorly designed intersection.

No	Support/ Objection	Location	Comments
			Additionally. It is not appropriate to have a building of that size at this location. I am not sure of the point of having additional business as part of this complex when there is no parking anywhere for the existing businesses and they are slowly going bust.
40.	Objection	Whatley Crescent, Bayswater	Leaving aside any other concerns about potential loss of a rather old, former residential property notwithstanding it's not necessarily "fitting" within the current commercial streetscape, I am also concerned about other aspects of the proposed development. In particular the reduced parking capacity, being (apparently) about 1/3 of the usual requirements. Notwithstanding that the proposed development is relatively close to the train station, not everyone, for any number of reasons, will not want to rely on public transport. Even if some of the residents of the proposed property do not have vehicles, this still leaves the potential for difficulties with parking, for all those, with cars, being residents, employees and visitors to businesses, occupying the ground floor. Parking is at times relatively difficult to find, if calling, by car to (current) nearby businesses, enroute to going elsewhere. While acknowledging a government wish to "encourage" use of public transport and create (at least) higher density housing near public transport, as well as public housing, from what I've read of the current proposal, this proposal would it seems to me increase parking problems in the area.
41.	Objection	Whatley Crescent, Bayswater	While our proximity to the city and the expansion of the rail network means Bayswater is an ideal site for higher density housing, this specific proposal raises serious concerns. It departs from several planning requirement that are there to ensure development respects the character, scale and liveability around it, particularly as it is in such a crucial location - the 'entry statement' to the heart of the town. This isn't about opposing change – it's about making sure change is done properly, respectfully and in line with the rules the rest of us must abide by. The proposed height of 9 storeys (up to 30.9 metres) will be tower over every building in the Bayswater Town Centre – and severely impact the vision of Bayswater being a welcoming tree-lined avenue leading to the river. Twenty-two parking bays and 30-odd bike parking for 76 apartments (so over 76 adult residents) is also of concern as we already have insufficient parking for local businesses I am also very concerned about security of the tree lined pocket parks and laneway – while the plans make these appear attractive and aim to unite community and residents, similar walled passages at Bayswater station already feel unsafe at night and create a lot of noise and disruption for local residents and businesses. Finally, I can see no plans for future-proofing the building, its gardens and,

No	Support/ Objection	Location	Comments
			in particular, tenancy. The current policy is for it to be rental only, with considerable support for those tenants who require it, as well as to manage the common areas of the building. This could easily change with, say, a change in government policy, and the site could easily become a poorly maintained concrete block of privately rented apartments. I would strongly encourage Development WA to reconsider this particular development and literally look on the other side of the new Bayswater Station where there are already several higher density developments and far more potential for well-planned and attractive social and affordable housing with the additional bonus of numerous parks and other green space.
42.	Objection	Canterbury Road, Bayswater	I understand public housing is important and needs to be located somewhere, but a quick look on the housing distribution map for Perth (link below) shows that Bayswater and many surrounding suburbs already pull their weight in this regard. See: https://au01.z.antigena.com//EliO8klh9VmWlhcCjkAKSUeLo805buYUNq53bGtVGM0bAD6lVHI~yAlh q9 SqPKvktb rA2SpPPRiOp qPs7SeX0KjqtP-o0JM0pe-FbcOUpCYIP6EO5fReOVZGOluFs8Ae392sO9HZqpfVbNIZQtyUQMUFuIPeB4efc03r9T3ayTxXm8b92MKmMU7lI7fcE-WdvLuKwAlZ2KVRl3TmFo-9iysctZyD3B7MU1i f-A 1xjoTcDH~D7DgRd I thought the idea was to distribute public housing evenly about the city. Zooming out on the map shows there are other areas along the railway lines which are bright green.
43.	Objection	Hamilton Street, Bayswater	I am a current resident of the area and do not agree this development should go ahead. I have just purchased in the area and am worried with the introduction of a large social housing development will impact the safety of the community and the value of my property I have only just purchased. As a single woman one of the main reasons I purchased in this area was the ability to use facilities such as the train station and local shops and feel safe doing so. Social housing can bring complex issues to the neighbourhood and am worried this will stop me from using the local businesses nearby. A building of this size will exceed all other buildings in the area and take away from the heritage value of the area. I am shocked the government feel this is an appropriate site to put an apartment block of this size with such limited parking availability. Visitors to local businesses, community centres and the child health centre will be impacted as I am worried all the current parking will be used by tenants or their visitors. WA residents have seen the challenges on community safety when large social housing buildings are introduced and I don't want to see that in my neighbourhood which I have really enjoyed living in and worked hard to secure a property in. Please consider the impact this will have on local residents and business owners and reconsider using this site.

No	Support/ Objection	Location	Comments
44.	Objection	Drake Street, Bayswater	While I recognise that Bayswater's proximity to the city and the expanding rail network make it a logical location for increased density, I have significant reservations about this particular proposal. My concerns are not about resisting change but about ensuring that change is delivered in a way that is considered, respectful, and consistent with the standards expected across the community. In its current form, the proposed height of nine storeys (up to 30.9 metres) would dominate the surrounding built environment and sit well above the established scale of the Bayswater Town Centre. This has the potential to undermine the long-held vision of a welcoming, tree-lined approach through to the river. Parking provision is another issue that warrants careful reconsideration. With only 22 car bays and around 30 bicycle spaces for 76 dwellings, there is a real risk of additional pressure on already limited parking for nearby businesses and residents. I am also concerned about the design and safety of the proposed pocket parks and laneway spaces. While these features are presented as opportunities to foster community connection, similar enclosed and semi-hidden spaces in the area, such as those near Bayswater Station, can feel unsafe after dark. Finally, I have questions about the long-term resilience of the development. There appears to be limited detail around how the building, landscaping, and tenancy model will be maintained over time. While the current rental-focused approach includes support structures for residents and shared spaces, these arrangements may not be guaranteed in the future. Without clear safeguards, there is a risk the site could deteriorate into a less well-managed outcome over time. Given these concerns, I would encourage DevelopmentWA to revisit this proposal.
45.	Objection	Slade Street, Bayswater	I wish to lodge my concerns regarding the proposed developments on King William Street Bayswater. While higher density housing is a likely important future requirement, I have serious concerns regarding this specific proposal. It departs from several planning requirement that are there to ensure development respects the character, scale and liveability around it, particularly as it is in such a crucial location in the heart of the historical town. This isn't about opposing change – it's about making sure. The proposed height of 9 storeys (up to 30.9 metres) will considerably tower above every single low level building in the Bayswater Town Centre which includes many character and heritage buildings of significance. Twenty-two parking bays and 30 bike parking bays for a proposed 76 apartments is concerning. Parking is already very limited in the central town area.

No	Support/ Objection	Location	Comments
			I live close to the proposed development and am very concerned about security of local parks and laneways. The train station has already attracted a significant increase in antisocial, criminal and unsafe behaviours that impact residents, the local IGA owner has been robbed and assaulted multiple times and I already feel increasingly unsafe in the immediate area. Further, what plans are in place to future proof the building and ensure its maintenance? Particularly if comprising primarily rental tenants with no obligations ? I would strongly encourage DevelopmentWA to reconsider this particular development and literally look on the other side of the new Bayswater Station where there are already several higher density developments and far more potential for well-planned and attractive social and affordable housing with the additional bonus of numerous parks. This would result in the historically significant original townsite being maintained.
46.	Objection	Hamilton Street, Bayswater	While I support sensible higher-density housing in Bayswater, I object to this proposal in its current form. The development departs from several key planning requirements, including height, parking provision and setback standards that exist to protect the character, amenity and liveability of the town centre. A 9-storey building exceeding the intended height limit, combined with only 24 parking bays for 72 dwellings, will place additional pressure on an area that already experiences parking and traffic issues. The reduced setbacks also raise concerns regarding privacy, overshadowing and the overall streetscape. This is not about opposing development or affordable housing. It is about ensuring new developments respect the planning framework and the character of Bayswater. I encourage DevelopmentWA to reject this proposal in its current form and seek a design that better complies with the established guidelines. Thank you for considering my submission.
47.	Support	Traylen Road, Bayswater	I support this project. It is great for affordable housing, urban vibrancy and supports better public transport and cycling.
48.	Objection	Neville Street, Bayswater	The proposal is not in line with current regulations, height of the proposed building exceeds regulations but also is not within acceptable norms that fit in or suit the overall mix of existing buildings. A building of this magnitude will have negative impacts on the overall village aesthetics and lifestyle it currently supports. The design should not be approved in its current form, further community consultation is needed before approving a modified version that is possibly more suited to the fit in with its surroundings.

No	Support/ Objection	Location	Comments
49.	Objection	Slade Street, Bayswater	I recognise that Bayswater's proximity to the city, along with the expansion of the rail network, makes it a suitable location for increased housing density. Growth is both necessary and expected. However, this particular proposal raises significant concerns about whether that growth is being delivered in a way that respects the unique character and identity of our community. The development seeks to depart from several established planning requirements designed to ensure that new buildings complement the existing scale, character and liveability of the surrounding area. This is especially important given the site's prominent position as the gateway to the heart of Bayswater. My concerns are not about opposing development or change. As a community, we understand that Bayswater will continue to evolve. Rather, it is about ensuring that development is undertaken thoughtfully, respectfully and in accordance with the planning principles that apply to everyone. The proposed nine-storey building, reaching up to 30.9 metres in height, would dominate the Bayswater Town Centre skyline and significantly alter the vision of Bayswater as a welcoming, tree-lined avenue leading towards the river. This vision is one that many residents value and one that contributes to the area's distinct identity. I am also concerned about the proposed parking provision. With only 22 car bays and around 30 bicycle bays for 76 apartments, there is a real risk of further pressure being placed on local parking, which is already limited for residents, visitors and local businesses. Equally important is the future safety and amenity of the proposed pocket parks and laneways. While these spaces are presented as opportunities to bring residents and the wider community together, similar enclosed pedestrian spaces around Bayswater Station have created concerns around safety, noise and anti-social behaviour, particularly after dark. These lessons should not be ignored. As someone who values the area's mature trees, open space and connection to Country, I am also concerned about the lack of detail regarding the long-term stewardship of the building, its landscaping and communal areas. While the proposal currently includes supported rental accommodation and management arrangements, there is no certainty these arrangements will remain in place over time. Future changes to policy or ownership could leave the community with a poorly maintained development that fails to deliver the outcomes currently being promised. Bayswater's heritage buildings, green spaces and village atmosphere are among its greatest strengths. They create a place where families can thrive, where people feel connected, and where the history of the area remains visible and respected. New development should enhance these qualities, not diminish them.

No	Support/ Objection	Location	Comments
			I would encourage DevelopmentWA to reconsider this proposal and explore opportunities on the eastern side of the new Bayswater Station, where higher-density development is already emerging and where there is greater potential to deliver attractive, well-planned social and affordable housing with access to larger parks, open spaces and community infrastructure. Growth is important, but so too is protecting the qualities that make Bayswater a special place to live, raise families and maintain connections to community, culture and Country.
50.	Objection	King William Street, Bayswater	I wish to lodge my comments regarding the proposed development – 7- 11 King William Street, Bayswater. As a resident of Bayswater, I have serious concerns about this development. It is proposed to be in the heart of Bayswater, known for its history, character and village feel. This is what attracts homeowners to the area. The proposed development departs from several planning requirements and fails to respect the character, scale and liveability. The proposed height of 9 storeys (up to 30.9 metres) will considerably tower above every single low level building in the Bayswater Town Centre which includes many character and heritage buildings of significance. Twenty-two parking bays and 30 bike parking bays for a proposed 76 apartments is concerning. Parking is already very limited in the central town area, and the roads are already very busy and visibility around the road is already compromised. Children will be increased risk of road safety. Being a resident living close to the proposed development I am concerned about security of local parks and laneways. The train station has already attracted a significant increase in antisocial, criminal and unsafe behaviours that impact residents, the local IGA owner has been robbed and assaulted multiple times and I already feel increasingly unsafe in the immediate area. King William has started to become a thoroughfare for antisocial people and activity. The development does not consider the upkeep of the common areas, nor does it expand on security obligations. I would strongly encourage DevelopmentWA to reconsider this particular development. There are more suitable sites across the railway lines, where there are already several higher density developments and far more potential for well-planned and attractive social and affordable housing with the additional bonus of numerous parks. This would result in the historically significant original townsite being maintained. Historical town centres attract visitors and families and encourage a communal feeling. A large

No	Support/ Objection	Location	Comments
			development will significantly change this and another small centre will disappear, along with the residents and businesses that have supported the area for so long.
51.	Objection	King William Street, Bayswater	I write to object to the proposed development in its current form and request that substantial modifications be made before approval is considered. I am concerned about the proposed demolition of the heritage-listed buildings at 9 and 11 King William Street. These buildings contribute to Bayswater's character and history, and demolition should only be considered after all reasonable alternatives, including adaptive reuse, partial retention or façade retention, have been thoroughly explored. In addition, the proposed height of eight to nine storeys is excessive for this location and is out of keeping with the existing character and scale of surrounding development. It would also risk establishing an undesirable precedent for future high-rise development within the Bayswater town centre, potentially leading to cumulative impacts on neighbourhood character, amenity, and infrastructure capacity. The scale and intensity of the development, including 72 apartments on the site, also raises concerns regarding visual impact, overshadowing, and overall compatibility with the surrounding area. I also question whether 24 parking bays will adequately meet the needs of residents, visitors and service vehicles, despite the site's proximity to Bayswater Station. Further assessment of parking demand, traffic impacts and infrastructure capacity should be undertaken. Given the strategic importance of this site within the Bayswater town centre, I encourage the assessing authority to seek a revised proposal that: • Retains or better incorporates heritage elements of the existing buildings; • Reduces the building height to a scale more appropriate for the surrounding area; • Demonstrates how parking, infrastructure and amenity impacts will be managed; and • Delivers broader community benefits commensurate with the scale of the development. For these reasons, I respectfully request that the application not be approved in its current form and that significant revisions be required before any approval is granted.

No	Support/ Objection	Location	Comments
52.	Objection	Slade Street, Bayswater	Not supportive of the massive over-size (height) of this development in comparison to the scale of existing buildings. 3-5 storeys was to overwhelming consensus during extensive public consultation via CoB. Perhaps you can't read the guidelines state 76 parking bays how can you even suggest anything less, to ask for a 50 shortfall is showing simple arrogance and disdain for the people who live in the area of this build. I am concerned about the traffic in the rear laneway, how will it be made safe for drivers and pedestrians? Will the tight right hand bend exit from the back laneway to King William St be adjusted (land reclaimed from the home owner) to make this accessible to all vehicles ? Has the relocation site suitability for the Jacaranda tree been approved by the City of Bayswater, re services etc? How will you compensate the adjoining wine bar re the loss of sun to their solar panels? Setback shortfalls are also a real issue, why not stick to the guidelines? The 'west' facing balconies should have heat and wind protection. The exterior visual design is just so basic it has no reference to the Bayswater historic townscape. Will you be including solar panels to bring the costs down to complement community/social housing ?
53.	Objection	Bayswater	I am the owner of a property within the City of Bayswater and wish to object to the proposed development at 7–11 King William Street. While I support the provision of additional housing within well-located activity centres, I am concerned that the proposal represents an excessive departure from the planning framework intended for the Bayswater town centre. My concerns are as follows: <u>Parking Deficiency:</u> The proposal seeks approval for only 24 parking bays where the planning framework envisages 76 bays. This represents a substantial reduction and raises concerns regarding parking overflow into surrounding streets, increased pressure on existing public parking resources, and impacts on neighbouring residents and businesses. Although the site's proximity to Bayswater Station may justify some reduction in parking provision, the extent of the proposed reduction appears excessive. <u>Building Height:</u> The proposal exceeds the envisaged building height by proposing nine storeys rather than the eight storeys anticipated by the planning framework. Planning controls exist to guide the scale and character of development within activity centres. Approval of additional height may establish an undesirable precedent for future developments and contribute to a built form outcome inconsistent with the planning vision for the precinct. <u>Reduced Setbacks and Visual Privacy:</u> The proposal seeks substantial reductions in setbacks, including upper-level setbacks and visual privacy setbacks. These departures have the potential to

No	Support/ Objection	Location	Comments
			increase building bulk, reduce privacy, create additional overlooking opportunities and diminish the intended separation between developments. The planning framework envisages larger setbacks for good reason, namely to protect amenity and privacy, maintain visual openness and reduce the impacts of larger buildings on their surroundings. <u>Cumulative Impact:</u> My primary concern is not any single variation but rather the cumulative effect of multiple departures from the planning framework. The proposal simultaneously seeks: - Additional height - Reduced setbacks; - Reduced visual privacy standards; and - A substantial reduction in parking provision. Taken together, these variations result in a development that is materially different from the form of development envisaged by the applicable planning controls. <u>Heritage Considerations:</u> I also request careful consideration of the proposed demolition of existing heritage-listed buildings and whether alternatives involving retention or adaptive reuse have been adequately explored. For the reasons outlined above, I respectfully request that the application be refused in its current form or amended to achieve greater compliance with the planning framework, particularly regarding parking provision, setbacks, privacy protections and overall building scale. Thank you for considering this submission.
54.	Objection	Wicks Street, Morley	I strongly oppose the proposal to build state housing near the train station. This area is already experiencing ongoing safety concerns, due to groups of people congregating around the station and creating an uncomfortable environment for commuters, residents, and nearby businesses. Adding state housing in this location is unlikely to improve the situation and may further strain community safety and local resources. Existing businesses are already dealing with these challenges, and without addressing current issues could make conditions worse rather than better. I am also concerned that this development risks eroding the unique character and charm of Bayswater. The area has a distinct community feel that should be preserved, and developments of this nature, in this location, may detract from that identity rather than enhance it. Greater consideration

No	Support/ Objection	Location	Comments
			needs to be given to the suitability of this location and the potential impacts on safety, local businesses, and the overall character of Bayswater before proceeding.
55.	Objection	Wicks Street, Morley	I regularly visit the cafes and small bars along King William Street and value the unique character they bring to Bayswater. Similar high-density social housing developments in other Perth suburbs, such as Inglewood, have significantly altered the character of their town centres. Given this proposal's prominent location in the heart of Bayswater, I am concerned it will diminish the charm and safety of the area and do not agree with this development going ahead.
56.	Objection	Crowther Street, Morley	I am writing to lodge my objection to the proposed 9-storey development at 7-11 King William Street, Bayswater. As a member of the community, I believe this proposal is entirely out of step with the established character of our suburb. My primary objections focus on the following planning and amenity issues: • Loss of Heritage and Local Character: Bayswater is a historic suburb defined by its unique, low-scale character homes and traditional village atmosphere. The demolition of existing character buildings to erect a 9-storey concrete tower directly contradicts the METRONET East - Bayswater Design Guidelines, which aim to preserve historical character. This building bulk will drastically alter and degrade the visual charm of the town centre. • Impact on the Hospitality: The proposed site sits right in the heart of Bayswater's cafe and retail strip. This area relies heavily on a welcoming, safe, and family-friendly atmosphere to support local businesses. Introducing a high-density complex of this scale into this precise location poses significant risks regarding increased anti-social behaviour. • Threat to Amenity and Public Safety: Placing a high-concentration development directly adjacent to our main dining and pedestrian spaces as well as next to the train station is highly inappropriate. It risks creating a pocket of anti-social activity right where residents and visitors gather to support local shops and commute to work, ultimately undermining the economic and social vitality of the precinct. I urge the development panel to reject this application in its current form and require a design that genuinely respects the heritage, scale, and safety of the Bayswater community.
57.	Objection	King William Street, Morley	I have concerns regarding the proposed development application for the nine-storey mixed-use development at 7-11 King William Street. 24 parking bays is highly insufficient. The area already has parking overflow. There should be underground parking. 24 bays will be taken by commercial users and visitors, with few bays for residents. The colours and external design should be changed to reflect

No	Support/ Objection	Location	Comments
			historic colours and tone. I agree with and support increased housing and options. I do have concerns regarding the design and impact of this proposal on the surrounding area, heritage values and community impact. My concerns include: <u>Insufficient Parking Provision</u> The number of parking bays proposed is insufficient. Inadequate on-site parking will result in congestion and reducing parking for existing residents and local businesses. <u>Impact on local Heritage</u> The development is located within and adjacent to a heritage-significant area, the visual prominence may adversely affect the character, setting of the historic streetscape and disrespect the established heritage context. <u>Community Wellbeing and Open Space</u> The proposal appears to provide limited green space and communal outdoor area. Further information should be provided demonstrating how the development will support the wellbeing of future residents and integrate with the surrounding <u>Neighbourhood Character</u> Concern regarding the visual impact and loss of neighbourhood character. <u>Community Safety and Design</u> The application should demonstrate how the design incorporates appropriate safety measures, including natural surveillance, active street frontages, lighting, secure communal areas, and effective ongoing management arrangements to support a safe and welcoming environment for residents and the broader community. I request that these matters be actioned and further information be provided before approval is granted.
58.	Objection	Crowther Street, Morley	The town centre does need activation however a colossal 9 storey development with lack of aesthetic appeal that does not fit with the existing surrounds of Bayswater should be rejected with no hesitation. This development should only be approved if it is restricted to the height of the existing buildings of the immediate area and only built to hold capacity that on-site parking allows. Based on the current design I cannot understand how this development can be approved. As a rate payer and local community user of this space I strongly object to the current design as a whole. This development retracts community value of this location, any future development of this site should look at promoting community values for decades to come and not be developed into a poorly designed apartment

No	Support/ Objection	Location	Comments
			complex seen in adjoining suburbs. Thank you for the opportunity to comment, I look forward to reading of improved well considered development applications for this location.
59.	Objection	Crowther Street, Morley	In an area of heritage buildings it is hard to comprehend how such an oversized eyesore can be built. It will vastly increase the antisocial behaviour around the shops and train station. Only a few of the residents will have parking. Where will everyone else park?? I'm sure the idea is for them to not have cars however that will not be the case. They will all have cars and visitors and extra people moving in. They will simply park all around the local streets.
60.	Objection	Slade Street, Bayswater	I cannot believe this has even gotten this far. I am totally opposed to this absolute eyesore. Oh how to ruin our town centre. 9 storeys, seriously.
61.	Objection	Crossley Road, Midvale	I have family that live in the area and also frequent the restaurants/cafes. I don't agree with this development.
62.	Neutral	Murray Street, Bayswater	I live 50m away from this development and have a strong interest in seeing it developed in the appropriate way. I support the ongoing development of the Bayswater centre, including high rise buildings. I'm not opposed to this development, in fact I would like to have seen it occur much sooner than now, as the building site has been largely vacant for many years. Local business was removed and replaced with an unused (now derelict) space. Any development, however, must be in line with Acceptable Outcomes and Heritage aesthetics of the surrounding buildings and community. • The proposed height of 9 storeys (up to 30.9 metres) exceeds the envisioned height of 8 storeys (up to 25 metres) • There are only twenty four (24) parking bays for commercial visitor and residential parking provided, in lieu of 76 parking bays. The residents will therefore be parking on every other nearby street (including in front of my house). There will have no parking available to visitors to the City, which we need for business and economic viability • The development does not achieve the boundary setbacks envisaged under the applicable Acceptable Outcomes: - o The tower element (Levels 8–9) setback 3 metres in lieu of 9 metres; and - o Visual privacy setbacks of 3 metres in lieu of 9 metres to Levels 4–8 The development needs to comply to the Acceptable Outcomes (otherwise what is the use of having Acceptable Outcomes) and align with the heritage look of the City Centre in its facade. In its current form, the development will be drastically out of keeping to the heritage aesthetics of every building

No	Support/ Objection	Location	Comments
			and structure in the City Centre. We can have both, the development can proceed to provide much needed housing and vibrancy to Bayswater, but in a manner that complies to the existing heritage of the area.
63.	Objection	Milne Street, Bayswater	I am strongly opposed to the proposed building of a 9 storey affordable housing project in King William Street. It is beyond my understanding of how this project can be approved. Not so long ago it was decided to maintain the character of the city centre. I am aware that more housing is needed but surely there would be a better location, e.g. on the opposite side still near the train station. This new building if it goes ahead, (sadly I think it will) it will destroy the beautiful landscape of the town centre. The building would be more acceptable if it had half the number of storeys. Progress can't be stopped but this proposal is simply unacceptable.
64.	Objection	Wyatt Road, Bayswater	While Bayswater's proximity to the CBD and improved rail connections make it a logical location for increased density, this particular proposal is deeply concerning and should not be approved in its current form. There are already high-rise developments in Bassendean, Mt Lawley and Inglewood in the works. The development seeks significant departures from established planning requirements that exist to protect the character, scale and liveability of the town centre. These standards are not optional guidelines; they are in place to ensure development occurs responsibly and in a manner that respects the surrounding community. We all know that social housing does bring unwelcome behaviour. There is no sugar-coating it. Original plans for the town centre included cafes, small bars, a restaurant and a place families would go to in the evening for walks and to connect with community. At nine storeys in height, the building would dominate the Bayswater Town Centre and overwhelm every surrounding structure. It would be an eyesore. The parking provision is equally unacceptable. Twenty-two car bays and approximately thirty bicycle bays for seventy-six apartments is clearly inadequate. Even if the residents don't drive, many will have social/support workers visiting regularly plus family and friends that drive. Where will they park? Local businesses are already struggling with a shortage of parking, and this proposal will only intensify existing pressures while shifting the burden onto surrounding streets. Not to mention the increased traffic this complex will bring to an already congested intersection that already struggles at peak-times with cars lined up halfway down King William Street in the morning afternoon

No	Support/ Objection	Location	Comments
			I am also extremely concerned about the proposed tree-lined pocket parks and laneway connections. While these features are presented as community assets, experience tells a different story. Similar enclosed and poorly overlooked spaces around Bayswater Station already feel unsafe after dark and have become sources of noise, anti-social behaviour and disruption. It is difficult to see how this proposal will avoid repeating the same mistakes. Perhaps most concerning is the apparent lack of long-term planning for the future management and maintenance of the building, its gardens and its tenancy arrangements. The current proposal relies heavily on a rental-only model supported by ongoing management and tenant assistance programs. However, policies and funding priorities can change. There is no guarantee these arrangements will remain in place over the life of the development. Without them, there is a very real risk that this building could deteriorate into a poorly maintained block of privately rented apartments that detracts from, rather than enhances, the town centre. Development WA should reconsider this proposal and seriously examine alternative locations. The area on the opposite side of the new Bayswater Station already accommodates higher-density development and offers far greater potential for attractive, well-planned social and affordable housing. It also benefits from better access to parks, open space and existing infrastructure. Residents have embraced the revitalisation of Bayswater. People have bought into the suburb with the promise of town revitalisation, not a 72 unit social housing development. What is difficult to accept is a proposal that appears to ignore planning principles, compromise amenity and place an oversized development in one of the most important and visible locations in the town centre.
65.	Support	Roberts Road, Subiaco	As a resident of Bayswater, I fully support this application. The town centre has suffered through lack of investment and this development will be a catalyst for rejuvenation and bring more people and new businesses into the area. As for the variations listed in DevelopmentWA's notice my comments are: The height is perfectly fine. A lot of architectural attention is focused on the ground level, rightfully so. Above that any number of storeys could be contemplated and I would have no issue supporting more than 9 storeys. This is, after all, town centre anchored by a major junction train station and it is deserved of more density and height to reflect and take advantage of the State government investment in METRONET.

No	Support/ Objection	Location	Comments
			• The parking supply is supported. There is a train to the City every four minutes. For those with remote jobs looking for a lockup low maintenance apartment, Perth Airport is two stops away. Not every dwelling needs a car and we should support car-free apartments in excellent locations like this one. • I support the upper storey setbacks. The wedding-cake building typology is divorced from reality. Bringing in the building form at the upper levels cannot be commercially feasible, and the architect's 'scheme' shadow diagrams show just how silly a pyramid-shaped building would look. Each upper storey following above the storey below it is a simple design that works and has my support, as we want viable developments not fanciful dreams. • A visual privacy setback of 9m is far too onerous for this location and far exceeds the standard visual privacy setbacks under the R-Codes Volume 2 which where 3m bedroom and 4.5m living setbacks are acceptable outcomes. The properties either side are single-level shops, bars, etc – there is nothing to overlook. Any future developments on adjoining properties can consider this building in their context analysis and design to suitably locate openings where they will not be directly overlooked. • Any heritage values are at the extreme lower end and come more from nostalgia than any material culture, and certainly nothing aesthetic. Planning decision-makers are required to balance competing interests and the severe shortage of affordable and social housing combined with the outstanding locational attributes and State government investment into transport weight very strongly against protection of the so-called heritage that lacks anything of actual interest and where protection would stymie development potential. Cities are living things that continually evolve and change and we cannot and should not use mediocre "heritage" to prevent good planning outcomes. The DevelopmentWA notice emphasises the proponent being a community housing provider but I fail to see how this is relevant to a planning assessment, but it is a red flag to nimby sheriffs who would prefer to pick and choose who they deem worthy to live in their community. To the extent it is relevant, affordable housing should be located in areas with good amenities and this location ticks the box. It would be pointless to hypothesise the socio-economic status of residents of this development or invent tales of anti-social behaviour (and cruel to do so). If members of the community were to make points like this, DevelopmentWA should take a strong and firm position to protect and promote good planning outcomes and not pander to unwelcoming sections of the community.

No	Support/ Objection	Location	Comments
			Finally, I respectfully ask that the officers' summary of public submissions identifies all comments in support of an application. All too often I have seen schedules of submissions across various planning decision-making bodies list out reasons for opposition in detail but provide little to no summary of submissions in support. I respectfully request being notified of any Committee meeting that this application is considered at and invited to speak at that meeting.
66.	Objection	Young Street, Bayswater	While our proximity to the city and the expansion of the rail network means Bayswater is an ideal site for higher density housing, this specific proposal raises serious concerns. It departs from several planning requirement that are there to ensure development respects the character, scale and liveability around it, particularly as it is in such a crucial location - the 'entry statement' to the heart of the town. This isn't about opposing change – it's about making sure change is done properly, respectfully and in line with the rules the rest of us must abide by. The proposed height of 9 storeys (up to 30.9 metres) will be tower over every building in the Bayswater Town Centre – and severely impact the vision of Bayswater being a welcoming tree-lined avenue leading to the river. Twenty-two parking bays and 30-odd bike parking for 76 apartments (so over 76 adult residents) is also of concern as we already have insufficient parking for local businesses. I am also very concerned about security of the tree lined pocket parks and laneway – while the plans make these appear attractive and aim to unite community and residents, similar walled passages at Bayswater station already feel unsafe at night and create a lot of noise and disruption for local residents and businesses. Finally, I can see no plans for future-proofing the building, its gardens and, in particular, tenancy. The current policy is for it to be rental only, with considerable support for those tenants who require it, as well as to manage the common areas of the building. This could easily change with, say, a change in government policy, and the site could easily become a poorly maintained concrete block of privately rented apartments. I would strongly encourage Development WA to reconsider this particular development and literally

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			look on the other side of the new Bayswater Station where there are already several higher density developments and far more potential for well-planned and attractive social and affordable housing with the additional bonus of numerous parks and other green space.
67.	Objection	Young Street, Bayswater	While our proximity to the city and the expansion of the rail network means Bayswater is an ideal site for higher density housing, this specific proposal raises serious concerns. It departs from several planning requirement that are there to ensure development respects the character, scale and liveability around it, particularly as it is in such a crucial location - the 'entry statement' to the heart of the town. This isn't about opposing change – it's about making sure change is done properly, respectfully and in line with the rules the rest of us must abide by. The proposed height of 9 storeys (up to 30.9 metres) will be tower over every building in the Bayswater Town Centre – and severely impact the vision of Bayswater being a welcoming tree-lined avenue leading to the river. Twenty-two parking bays and 30-odd bike parking for 76 apartments (so over 76 adult residents) is also of concern as we already have insufficient parking for local businesses. I am also very concerned about security of the tree lined pocket parks and laneway – while the plans make these appear attractive and aim to unite community and residents, similar walled passages at Bayswater station already feel unsafe at night and create a lot of noise and disruption for local residents and businesses. Finally, I can see no plans for future-proofing the building, its gardens and, in particular, tenancy. The current policy is for it to be rental only, with considerable support for those tenants who require it, as well as to manage the common areas of the building. This could easily change with, say, a change in government policy, and the site could easily become a poorly maintained concrete block of privately rented apartments. I would strongly encourage Development WA to reconsider this particular development and literally look on the other side of the new Bayswater Station where there are already several higher density developments and far more potential for well-planned and attractive social and affordable housing with the additional bonus of numerous parks and other green space.

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68.	Objection	Bayswater	I am writing to express my concerns regarding the proposed mixed-use housing development at 7–11 King William Street, Bayswater. As a local resident raising a young family in the area, my primary concern is the safety, wellbeing, and amenity of our community, particularly for children and families. As shown in the attached image, there are already a number of social, affordable, and mixed-housing developments located within close proximity to the proposed site, in addition to other similar developments not shown in the image. Over the years, my family and I, along with other local residents, have witnessed and experienced a range of challenging and concerning incidents in and around some of these areas. While I recognise the importance of providing diverse housing options and supporting vulnerable members of our community, I am concerned about the cumulative impact of concentrating multiple developments of this nature within such a small geographic area. I am also concerned about the proposed site's proximity to local community facilities, including a childcare centre and two primary schools. Given the significant number of children and families who regularly access these facilities, I believe careful consideration should be given to the long-term social and community impacts of the development. In addition, the site is located near Bayswater Station and the surrounding precinct, which many residents already perceive as experiencing ongoing antisocial behaviour and safety challenges. These existing concerns should be taken into account when assessing the suitability and scale of further residential development in the immediate area. I believe this site presents an excellent opportunity to deliver a development that strengthens community connection, encourages local economic activity, and enhances the appeal of the Bayswater town centre. I would welcome consideration of alternative development options that contribute positively to the area's long-term vibrancy, safety, and attractiveness for residents, families, and visitors alike. Thank you for considering my feedback. I respectfully request that these concerns be taken into account as part of the assessment and consultation process.
69.	Objection	Bayswater	The building departs from several planning requirement that are there to ensure development respects the character, scale and liveability around it. I am concerned about the tower being located opposite liquor land and think that it's neglectful of you to place vulnerable people so near a pub, wine bar and pub. There's more opportunities to drink alcohol than there is to shop.

No	Support/ Objection	Location	Comments
			The proposed height of 9 storeys (up to 30.9 metres) is very high in the designated area and I think research into public housing towers proves they are not optimal. Car congestion is already serious in this area and Twenty-two parking bays and 30-odd bike parking for 76 apartments (so over 76 adult residents) is also of concern as we already have insufficient parking for local businesses and it is dangerous for pedestrians. I would strongly encourage Development WA to reconsider this particular development and literally look on the other side of the new Bayswater Station where there are already several higher density developments and far more potential for well-planned and attractive social and affordable housing with the additional bonus of numerous parks and other green space.
70.	Neutral	Grafton Road, Bayswater	Thank you for the opportunity to provide feedback on the proposed development at 7–11 King William Street, Bayswater. I am a long-term local resident with a strong connection to the area (35 years), and I welcome the long-overdue revitalisation of the Bayswater town centre and overall support the development application, if key improvements are made to the design. Please accept my submission below. <u>Positives</u> 1. Reactivation of a dormant site: The site has remained vacant or significantly underutilised for an extended period and currently detracts from the vitality of the town centre. Its redevelopment represents a much-needed opportunity to reintroduce activity and investment. 2. Removal of the street-facing car park: Eliminating the existing at-grade parking at No. 7 is a very positive outcome. The current configuration disrupts pedestrian movement and weakens the continuity of the main street environment. 3. Balanced approach to heritage: The dwellings at No. 9 and 11 do not contribute meaningfully to heritage outcomes and its removal is appropriate. A town centre must evolve over time, and development should not be unnecessarily constrained by attempts to preserve elements of limited significance. 4. Alignment with public transport access: The proximity to Bayswater Station, with frequent connections to key destinations, makes this location highly suitable for increased residential density and housing diversity.

No	Support/ Objection	Location	Comments
			5. Supporting local economic activity: Increasing the number of residents in the town centre is essential to support local businesses and strengthen daily and evening activity, which is currently lacking. 6. Appropriate parking approach: Existing evidence indicates that parking demand in the area is not excessive. Additional parking provision is not required and should not be used to dilute the intended density or urban form outcomes. 7. Consideration of development feasibility: It is important that the project remains viable. Overly burdensome design requirements should be avoided if they risk delaying or preventing delivery. 8. Improved site permeability: The proposed pedestrian connection through the site is a strong urban design outcome and will enhance accessibility within the precinct. 9. Jacaranda tree relocation: Relocating the Jacaranda tree to a more visible and prominent position at the front of the development is an excellent decision that will positively contribute to the streetscape. 10. Use of reclaimed materials: The intention to incorporate salvaged materials, including heritage bricks and timber elements, particularly within Metters Lane, is a thoughtful gesture that reflects the history of the area in a contemporary way. <u>Concerns and Improvements Needed</u> 1. Limited activation along King William Street: The proposal does not fully capitalise on the opportunity to activate the main street frontage. A significant portion of the ground floor is allocated to resident-only communal space, which does not contribute to public activity. Given that King William Street is the primary commercial strip, ground level uses should prioritise publicly accessible functions that generate foot traffic and engagement. 2. Ground floor resident space is poorly located: The inclusion of a private resident meeting or lounge area at ground level is not the most effective use of this prominent frontage. This space would be better utilised as a commercial tenancy, ideally suited to hospitality, which would contribute to street

No	Support/ Objection	Location	Comments
			life and local business activity. Resident amenities could be more appropriately accommodated on upper levels without compromising street activation. 3. Constraints on commercial tenancy viability: The currently proposed commercial back-of-house appears too limited to support anything beyond very basic retail operations. This restricts the diversity and quality of potential tenants. A more functional and well-proportioned commercial space would allow for a broader range of uses and stronger activation outcomes. 4. Opportunity for additional commercial frontage: Expanding the amount of commercial frontage along King William Street would significantly enhance the vibrancy of the development and improve its integration with the town centre. 5. Landscaping lacks integration and depth: While the inclusion of 21 trees is acknowledged, the landscaping approach appears somewhat fragmented and not fully integrated into the overall design. A more considered landscaping strategy is needed—one that: - o Enhances pedestrian experience - o Provides meaningful shade and amenity - o Contributes directly to street activation and public life 6. Public art needs to go beyond murals Public art is supported, however Bayswater already features a number of murals. Simply adding more of the same will not significantly enhance the public realm. Consideration should be given to functional and integrated public art, such as sculptural elements, custom seating, lighting features, or interactive installations that contribute both visually and practically. 7. Exposure of parking to the street: Where possible, parking at Level 1 should be screened from King William Street to maintain an active and visually engaging frontage. 8. Waste management clarity required: There appear to be inconsistencies in the Waste Management Plan documentation that should be resolved. Additionally, the visual and operational impact of bin collection along King William Street should be minimised as much as practicable. 9. Questionable value of rooftop landscaping: The benefit of the proposed rooftop planting is unclear. If it does not deliver substantial amenity or environmental value, it should be reconsidered to support overall project feasibility.

No	Support/ Objection	Location	Comments
			10. Appropriate built form should be maintained: The proposed building envelope is suitable for the site and context. Imposing excessive setback controls or “wedding cake” forms would likely reduce housing yield and increase construction complexity without delivering meaningful benefit. 11. Limited Dwelling Diversity: The proposal currently provides only one-bedroom/one-bathroom and two-bedroom/one-bathroom dwellings, with no inclusion of three-bedroom or multi-bathroom units. This lack of diversity in dwelling typology is a concern, as it restricts the range of households that can be accommodated, including families and multi-generational living arrangements. A broader mix of dwelling sizes and layouts would better reflect the diversity of the community and contribute to a more balanced and sustainable residential population within the town centre. 12. Imbalance Between Affordable and Social Housing: While recognising that this may sit outside strict planning considerations, the overall housing mix warrants attention given the development’s stated intent to support both social and affordable housing outcomes. The current allocation of approximately 75% social housing and 25% affordable housing raises concerns regarding the lack of balance. This distribution does not adequately reflect the broader community composition, nor does it appropriately respond to the pressing need for housing that supports key workers and moderate-income households. A more balanced approach between social and affordable housing would better contribute to a diverse, inclusive, and economically resilient town centre, particularly in a location anchored by one of Perth’s busiest train stations. <u>Conclusion</u> This proposal represents an important opportunity to reinvigorate the Bayswater town centre and should be supported in principle. However, refinements, particularly around ground floor activation, commercial provision, landscaping, and public realm design, would significantly improve its contribution to the area and ensure a more vibrant and functional outcome.
71.	Neutral	King William Street, Bayswater	Thank you for the opportunity to comment on the proposed development at 7–11 King William Street, Bayswater. I am a long-term resident since 1991 and have a strong connection to the area. I strongly support the revitalisation of the Bayswater town centre and am generally supportive of this proposal, subject to several key refinements outlined below. Please consider the following submission. <u>POSITIVES</u>

No	Support/ Objection	Location	Comments
			1. Redevelopment of an underperforming site: The site has remained vacant or poorly utilised for many years and currently detracts from the town centre. Its redevelopment represents an important step toward restoring activity and encouraging further investment. 2. Better pedestrian environment through removal of car parking” The removal of the existing street-facing car park at No. 7 is supported, as it improves safety, walkability, and the continuity of the high street. 3. Logical heritage outcome: The buildings at No. 9 and 11 offer limited heritage contribution, and their removal is appropriate in the context of a growing and evolving activity centre. 4. Strong transport-oriented location: The site is well positioned near Bayswater Station, with excellent rail connections. This makes it an ideal location for increased residential density and housing supply. 5. Increased residential presence in the centre: Introducing more people into the town centre is critical to supporting local businesses and improving activity levels beyond standard trading hours. 6. Appropriate parking strategy: Existing data shows parking demand is not excessive in Bayswater town centre. Additional supply is unnecessary and should not compromise development outcomes. 7. Recognition of project feasibility: Maintaining project viability is essential. Overly complex built form requirements, such as excessive upper-level setbacks, should be avoided as they jeopardise delivery. 8. Improved connectivity through the site: The proposed pedestrian link is a positive feature that will enhance permeability and contribute to the broader movement network. 9. Prominent relocation of the Jacaranda tree: Moving the Jacaranda to a more visible location at the front of the site is a strong streetscape outcome. 10. Reuse of existing materials: Incorporating reclaimed materials, including brickwork and timber elements, particularly within Metters Lane, is a commendable approach that acknowledges the site’s history in a contemporary way. <u>ISSUES TO BE ADDRESSED</u> 1. Weak Activation of the Main Street Interface: The King William Street frontage is not being fully maximised, with a large portion of the ground floor dedicated to private resident amenity. This limits street activation and reduces interaction with the public realm. This key frontage should

No	Support/ Objection	Location	Comments
			instead prioritise active uses, such as hospitality or retail, that attract foot traffic and support the local economy. Resident amenities would be better located on upper levels. 2. Constrained Commercial Offering: The proposed commercial spaces appear limited in both size and functionality, particularly due to minimal back-of-house provision. This restricts the type and quality of businesses that can operate on site. Expanding commercial frontage and improving tenancy layouts would support a broader mix of uses and enhance overall activity. 3. Need for a Stronger Landscape Strategy: Although the provision of 21 trees is positive, the landscaping lacks a cohesive and integrated approach. A more developed strategy is needed to ensure planting contributes effectively to shade, comfort, and street activation. 4. Opportunity for More Integrated Public Art: While public art is encouraged, additional murals alone are unlikely to add meaningful value in this context. Greater emphasis should be placed on functional and integrated elements, such as seating, lighting, or sculptural features that enhance both usability and sense of place. 5. Presentation of Parking to the Street: Parking areas, particularly at Level 1, should be screened or designed to reduce their visual impact, ensuring the street frontage remains active and visually appealing. 6. Waste Management Coordination: There are inconsistencies within the Waste Management Plan that need resolution. Bin storage and collection arrangements, particularly along King William Street, should be carefully managed to minimise disruption and visual impact. 7. Limited Housing Diversity: The current dwelling mix is restricted to one- and two-bedroom units with single bathrooms, limiting suitability for families and a broader range of residents. Introducing larger and more diverse dwelling types would better reflect community needs. 8. Imbalanced Housing Mix: The proposed distribution of approximately 75% social housing and 25% affordable housing raises concerns about overall balance. A greater proportion of affordable housing would better support key workers and moderate-income households, contributing to a more diverse and resilient community. This proposal represents a valuable opportunity to revitalise the Bayswater town centre and should be supported in principle. However, targeted improvements, particularly in relation to ground floor activation, commercial provision, landscaping, and housing diversity, would deliver a more balanced, vibrant, and enduring outcome for the community.

No	Support/ Objection	Location	Comments
72.	Objection	Rose Avenue, Bayswater	I object to the proposed development at 7–11 King William Street, Bayswater. While I support well-designed infill development and increased housing opportunities within the Bayswater Town Centre, I do not support this proposal as it exceeds the building height limits established under the Bayswater Design Guidelines. The proposal seeks approval for a nine-storey building (up to 30.9 metres), exceeding the envisaged maximum height of eight storeys (up to 25 metres) for this site. The approved Design Guidelines were developed through extensive community consultation and were intended to provide certainty regarding the future scale and character of development within the precinct. Permitting a significant departure from the agreed height framework risks undermining the integrity of the planning framework and sets an undesirable precedent for future developments seeking similar variations. Height controls exist to ensure an appropriate transition in built form, protect local character, and deliver orderly and consistent development outcomes. If the approved Design Guidelines are to retain their relevance and community confidence, developments should generally comply with the established height limits unless there are exceptional circumstances that clearly justify a departure. In this instance, the proposed additional storey has not demonstrated sufficient planning merit to warrant exceeding the intended maximum building height. For these reasons, I request that the application be refused in its current form or amended to comply with the building height provisions outlined in the Bayswater Design Guidelines. Thank you for considering my submission.
73.	Objection	Roberts Street, Bayswater	This proposed development is way too high. It is not at all reflective of what is located in immediate surroundings. It will be imposing and reduce the small community feel of the area. The proposed amount of parking bays is absolutely laughable for the amount of units it is supposed to cater for. There will be at least 100 people living in these units, given half are 2 bedroom. How can they possibly say only 1 in 4 people will have a car. This is not realistic to say that just because it is near a train station, people will not have a car. Having zero visitor bays is also not right. I work as a community nurse and often visit public housing complexes to see my clients. I rely on being able to park in a visitor space to attend to these clients as I have limited time and my employer does not account for me having to park a distance away and have to walk to where I am required to be.

No	Support/ Objection	Location	Comments
			Public safety is also a concern, there should be some sort of alarm or police assist button that the public have access to if required. I could not see mention of CCTV, however would also like there to be CCTV covering public spaces around this development. My 16 year old daughter walks the dog at dusk around the park and down King William street, I want to ensure that she is safe.
74.	Objection	Roberts Street, Bayswater	I am against this proposal due to height and parking concerns. A 30 metre high building in this location is not in the spirit of Bayswater's historical heart and will forever change this important town centre. Not to mention the complete disregard of the impact 72 dwellings will have on traffic in and around the Bayswater CBD precinct. Access to public transport or tenant parking aside, the sheer volume of cars and vehicles in and around this building due to services provided to the actual running and maintenance of this complex has not been accounted for. This will have enormous implications on residential streets close to King William St. and is completely unacceptable.
75.	Neutral	Salisbury Street, Bayswater	Thank you for inviting community feedback on the proposed development at 7–11 King William Street, Bayswater. As a long-standing local resident with more than 50 years of connection to the area, I support the long-needed renewal of the Bayswater town centre and am generally supportive of the development application, provided important design improvements are made. My comments are set out below. <u>Positives</u> 1. Bringing activity back to an inactive site: The site has been vacant or substantially underused for a considerable time and presently detracts from the energy of the town centre. Redevelopment offers an important opportunity to restore activity, investment and purpose to this location. 2. Removal of the street-front car park: The removal of the existing at-grade parking at No. 7 is a very positive aspect of the proposal. The current arrangement interrupts pedestrian movement and undermines the continuity and quality of the main street. 3. Practical approach to heritage considerations: The houses at No. 9 and No. 11 do not appear to make a meaningful heritage contribution, and their demolition is appropriate. Town centres need to adapt and change over time, and development should not be held back by the retention of elements with limited significance. 4. Strong relationship to public transport: Given the site's close proximity to Bayswater Station and its frequent connections to major destinations, this is an appropriate location for greater residential density and a broader range of housing options.

No	Support/ Objection	Location	Comments
			5. Support for local businesses and activity: More residents living within the town centre will help support local businesses and contribute to stronger day-to-day and evening activity, which the area currently needs. 6. Appropriate approach to parking: Available evidence suggests that parking demand in the area is not excessive. Additional parking should not be required, nor should parking expectations be allowed to reduce the intended density or weaken the urban form outcomes. 7. Recognition of project viability: It is important that the development remains deliverable. Design requirements that are unnecessarily onerous, such as excessive “wedding cake” style setbacks, should be avoided where they may delay or prevent the project from proceeding. 8. Improved movement through the site: The proposed pedestrian link through the site is a positive urban design feature and will improve accessibility and connectivity within the precinct. 9. Relocation of the Jacaranda tree: Moving the Jacaranda tree to a more visible and prominent position at the front of the development is an excellent outcome and will add positively to the streetscape. 10. Incorporation of reclaimed materials: The proposed use of salvaged materials, including heritage bricks and timber elements, especially within Metters Lane, is a considered way to acknowledge the area’s history within a contemporary development. <u>Concerns and Improvements Needed</u> 1. Insufficient ground-floor activation and use of prime frontage: The King William Street frontage is not used to its full potential, with a substantial portion of the ground floor allocated to private resident amenity rather than uses that contribute to street life or local economic activity. This prominent frontage should prioritise publicly accessible uses, particularly hospitality or retail, to attract foot traffic and support surrounding businesses. Resident amenity would be more appropriately located on upper levels so the public realm can be better activated. 2. Limited commercial capacity and missed opportunity for a stronger frontage: The proposed commercial tenancy appears limited in both size and functionality, with restricted back-of-house space likely to confine it to basic retail uses. This reduces the potential range of tenants and limits activation. A larger commercial frontage and improved tenancy layout would better accommodate a wider mix of businesses and strengthen the development’s contribution to the town centre.

No	Support/ Objection	Location	Comments
			3. Landscaping requires stronger integration and purpose: The inclusion of 21 trees is acknowledged; however, the landscaping appears somewhat fragmented and not fully embedded in the overall design. A more cohesive landscaping approach is needed. <u>Conclusion</u> This is an important opportunity to activate the Bayswater town centre and should be supported with refinements, particularly around ground floor activation, commercial provision, landscaping, and public realm design. These aspects will significantly improve its contribution to the area and ensure an improved outcome for community and future residents.
76.	Objection	Wisbech Street, Bayswater	If this is DevelopmentWA's first big entry statement of built activity in the Bayswater town centre, what a huge disappointment not only for the state government, but also for the Bayswater community. This proposal would be great on another site in the Bayswater village precinct. On the state government's own land on the other side of the railway line, it'd be perfect! There's a much larger footprint, less impact of bulk on the immediate amenity, less decimation of the character of the heritage side of the tracks. A managed accommodation facility for marginalised and lower income people would be welcomed in Bayswater, as they should be in every suburb of Perth. We all need somewhere to live and variety is the spice of life. So why has the state government chosen not to develop their own land for this purpose? The owners of the land at 9-11 King William Street have shown their disdain for the local community over the whole period of ownership of the site. Having bought the land as speculators some years back, their bulldozer approach to forcing abject ugliness on our town met big resistance from the council and the majority of the community. When one plan finally got approved, there was next to no appetite to purchase their offering and the development was scrapped. Note – I was unaware until now that they have apparently purchased number 7 as well to amalgamate into this proposal. Then DevelopmentWA came along, and enforced your structure plan on our community, despite the majority of the community wanting a more modest scale and impact of development on the heritage side of the town centre. My fellow community residents and I fought and fought and despite the wishes of the majority of those submitting feedback when you sought it, you went for taller and bulkier

No	Support/ Objection	Location	Comments
			options. We mourned what signalled the end of our gorgeous village and recognised that at least we had done our best. Then nothing happened. For ages. None of the speculators who have bought up tracts of land in the Core or Frame precincts have done anything and even though I've heard of one development coming, I've seen no evidence of it starting yet. The speculators recognise that there is very little appetite for expensive flats with costly ongoing strata fees, and that the only way in this climate that they'll make the big bucks is by building pseudo-luxury (we all know that's not what they'll be in the end – they're flats after all) And now the owners of the land in question want to rid themselves of this poor choice and have pitched it to the government as an option that you can't, in essence, say no to. You'll look mean spirited if you do. But with these developments popping up. across the metro(net) area, it's pretty clear you won't be saying no anyway. So the proposal goes out for public comment, and again, I am dedicating precious personal time to preparing this submission of pre-determined futility. The guidelines issued on 21 March 2022 provide some pretty clear guidance on what is approvable and encouraged. I won't quote them to you chapter and verse – since you should be pretty familiar with them already, but here are a few things that jump out to me as being completely at odds with what DevelopmentWA is seeking for the town centre, and what will be considered for approval. <u>Applications outside the scope of the set guidelines - Discretionary Clause 1.5</u> • The project as presented does not meet the relevant character statements/ objectives of the guidelines • Whether the proposal achieves design excellence, as determined by the design review panel, is anyone's guess but from what I can see, it falls well short of this • The project delivers benefit to the residents who will be houses at the site, but other than that, delivers no community, economic or environmental benefit BEYOND that required by the in place policies • Does it meet the Objectives and Design Principles of SPP 7.0? You tell me! • The intensity of this development does not reflect the character statement for the precinct and is not consistent with the height hierarchy defined in section 3.10. • The retail and alfresco space will be 100m2 in size. That's not a lot of space for any kind of business other than a café, and we have several already in the town centre that aren't that busy, even with the train station in operation. Low income earners in the apartments and one café

No	Support/ Objection	Location	Comments
			(potentially) do NOT point to superior economic benefit to the Bayswater area in anyone's book. Also, with the inclusion of number 7 King William, this development takes away several existing businesses already operating, meaning the business contribution as a result of the project is negative, not positive. The benefit to the Bayswater community from this development is negligible at best, which does not support any discretionary variation request outside the guidelines. The final bullet point of section 1.5 of the guidelines relates to community consultation. <i>"That community benefit provided is commensurate to the discretion sought will onset the likely impacts resulting from any proposed variations. Community benefit is to be demonstrated through a community needs assessment or place activation plan and supported by pre-consultation with the local community and local government."</i> At the time that DevelopmentWA entered into some community consultation and met with the community to discuss the guidelines, the DevelopmentWA representative told us that to achieve approval for any proposal outside the scope of the set guidelines, the application would need to meet the criteria as outlined in what is now known as the Discretionary Clause (1.5) and the developer would need to undertake meaningful community consultation to determine community appetite and feedback from the proposal. I asked what "meaningful community consultation" actually was, knowing that in the past, development lobbyists in the area had been known for surveying their members and friends and presenting the data as what the community wants/community feedback. Your representative laughed, looked a little embarrassed and said that strict measures to ensure broad community representation informed feedback such as this at times like these. The developers held one information session last week which I could not attend and I have heard from those who did participate that pre-sent questions they had submitted were not responded to and information was very light on. One of the community chat page comments said that the link to register did not work so if it didn't for one, perhaps others couldn't register also? Either way, this in anyone's book does not represent meaningful consultation. If any other community consultation has taken place, I haven't seen or heard of it. I am signed up to receive updates on any application to this project area via your website and I have not been emailed

No	Support/ Objection	Location	Comments
			by DWA, either. Chat on our community page has been very vigorous over the past two weeks or so with the plans sparking plenty of commentary, some positive but mostly negative. Screen shots of some of it (definitely not all) is here if you haven't seen it yet – community consultation in action (<u>redacted due to inclusion of personal information</u>) <u>3.1 CHARACTER RETENTION</u> <u>3.1.1 Heritage Places</u> The applicant's heritage statement is pretty subjective – as heritage statements for these purposes often are. But the final paragraph of the executive statement caught my eye: <i>"In summary, while the proposed redevelopment will involve the removal of some historic fabric, when considered holistically it is assessed to result in minimal adverse impact on the heritage significance of the subject sites or the Bayswater Town Centre Heritage Area. On this basis, the proposed development is considered acceptable and can be supported from a heritage perspective."</i> The applicant admits that this proposal will remove "some of historic fabric" in the town centre. I would remind Development WA that our town centre has very little left of its heritage, which was what many of us were basing our campaigning on. With so little left of what we once had, retaining what's left is VITAL. This proposal will remove more – and what about what is left? What will happen the next time a developer applies to demolish character buildings for high rise concrete tilt up flats? Less and less will remain and eventually it will ALL be gone. Approving this project in its current form, without any retention of its current fabric, sets the wrecking ball in motion towards complete destruction. 1 King William St represents a superb opportunity to preserve a building which is in exceptional original condition still and make a bit entry statement when moving into the character area of the town centre. This site is owned by one of the development lobbyist members who has been actively campaigning for high rise and it can be expected that an application for a development on his lot is considered once the economic return rate on the investment improves. The argument will very likely be made that the precedent has already been set in the removal of listed, character buildings and therefore, all such proposals that are submitted should be approved also. In summary:

No	Support/ Objection	Location	Comments
			• The development proposed is too high, with the nine storeys outside of the guidelines • There are not enough setbacks to minimise the impact on the streetscape and the bulk of the building will overpower nearby heritage properties and businesses • There are not enough car parking bays – it's all very well to say that there's a train station just down the road but this is Perth, and our public transport system as it stands is not comprehensive enough to allow people to fully use public transport and therefore forgo vehicle ownership • The plan does not contribute to the broader community of Bayswater, nor does it contribute to the too far often spruiked need for "vibrancy" • Removes several existing businesses operating in the town centre, displacing the Oxfam Fair Trade Shop, Laneway Art Space, Argon Business Partners, Harding and Thornbury to make way for one 100m2 retail (and alfresco) space – a net result of minus three businesses in the town centre • This development sets the wheels in motion for further demolition of character and erosion of the integrity of your own guidelines • Can be seen as an investment in public housing but not much else beyond that If we have to have large scale development in our town, PLEASE, at least make it good and beneficial for the community! And please, place it on sites that are far more suitable for this use such as the Department of Communities site on the Railway Parade side of the train station. By approving this development using the above as a basis for approval, DevelopmentWA sets an incredibly low bar for Bayswater, and for your very substantial investment in the development of a plan for the area.
77.	Objection	Whatley Crescent, Bayswater	Please find below our response to the proposed nine-storey development at 7-11 King William Street, Bayswater. We have been residents of Bayswater since 2013 and live approximately 700m from the development site. We have reviewed the documents available and provided specific comments below against those where we have concerns. While we are supportive of increased density around the Bayswater train station, we have concerns as to whether a development of this scale is appropriate for the site. The 7-11 King William Street Development Application (v2, Urbis) states that: <i>"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</i>

No	Support/ Objection	Location	Comments
			<i>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.”</i> The report goes on to acknowledge: “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. 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.” This makes it clear that the proposed development outcome is not a response to the site, but an instruction to fit 72 dwellings into a site area of only 1470m2, as quickly as possible. The design team has ignored the setback, height and parking requirements in DevelopmentWA’s Metronet East Bayswater Project Area Design Guidelines to accommodate the desired number of dwellings, rather than adapt the number of dwellings to what the site can accommodate. There is also no information in the package about how the residents of the proposed development will be supported beyond the construction of the building to ensure the success of the project. Failures to successfully implement grouped social housing in nearby suburbs have been widely reported (https://www.abc.net.au/news/2025-05-14/inglewood-locals-upset-violence-public-housingcomplex/105291878), and the proposed development at 7-11 King William Street will have almost triple the number of dwellings in a smaller footprint. Further information is needed on how the developers propose to ensure the safety of residents within the development and the wider community once the building is operational. This is especially important as this is the first high-density project within the Metronet East Bayswater Project Area and will set the tone for the success of future development in the precinct. With works already underway on the site, it appears the approval process is a fait accompli and that rapidly achieving the nominated housing targets will remain the primary driver of this project.

No	Support/ Objection	Location	Comments
			The lack of setbacks, material variation and articulation in the proposed architectural form of the apartments is reminiscent of a 1970's block of flats. It is out of character with the King William precinct and unsympathetic to the surrounding neighbourhood. Being the first major development within the East Bayswater Project area, it sets a poor precedent for future development in Bayswater The shadow studies demonstrate that the proposed form and height of the building will essentially eliminate afternoon sunlight in the beer garden of King Somm next door, compared with the planning scheme envelope. <i>7-11 King William Street Bayswater Planning report</i> 4.2 Design Review Feedback: The diagram indicating variation in building height is inconsistent with the architectural drawings, which show the King William St ground floor extending through to the ROW and demonstrating the nine-storey height. Figure 4 from Planning Report Drawing DA03.321 from Development Plans Built form and scale: The report states "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." The "intended future character of the precinct" is not defined in the document, however the proposed built form and scale do not reflect the Metronet East Bayswater Project Area Design Guidelines, specifically the objectives and acceptable outcomes of 3.11 Upper Level Design, including: • Upper levels will demonstrate exemplary contemporary design and provide visual interest through innovative use of materials and construction methods. • Building façades are designed to express the proportion of individual elements with a strong relationship and rhythm, provide interest through the inclusion of complementary architectural treatments and respond to the articulation and modular rhythm of any adjoining identified heritage places. • 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. <i>7-11 King William Street Bayswater Traffic Statement</i>

No	Support/ Objection	Location	Comments
			The report identifies that the number parking bays for cars, motorcycles and bicycles is significantly less than half the required amount. While the report is hopeful that residents will rely mostly on public transport and bicycles to get around, there is no way to ensure that this is the case. Instead, the proposed solution is for residents to use the public parking bays at the rear of the site: <i>“If there is a desire for residents to want to own a car, there are 24 car parking spaces available in the public parking managed by City of Bayswater along the right-of-way at the rear of the site, accessed from Hamilton Street in addition to the parking provided on site. The parking has a limit of 3 hours between 8am – 5pm (Monday to Friday) and 8am – 11am (Saturday). This provides additional car parking spaces to residents who may want to park overnight after 5pm and leave before 8am the next day.”</i> These parking bays were established to provide support for local business that lost street parking as a result of the Metronet Bayswater Station development, as reported here: https://www.bayswater.wa.gov.au/city-and-council/news/2021/october/hamilton-street-carpark-openin-bayswater It is highly inappropriate to suggest that they instead be used to make up for the lack of parking at 7-11 King William Street, especially as many of the surrounding businesses operate outside of the 8am – 5pm (Monday to Friday) and 8am – 11am (Saturday) parking restrictions. Nonetheless, it's inevitable that this car park, as well as the public parking on Olfe St and surrounding roads, will become overflow parking for residents of the proposed development, given the lack of bays provided in the designs.
78.	Neutral	King William Street, Bayswater	<i>Details redated.</i> As a neighbour with a direct and material interest in the outcome of this proposal, we write to formally register our concerns and requests in relation to this development application. <u>Position on the Development</u> Supports, in principle, the development of 7–11 King William Street for social and affordable housing. The delivery of community housing in a well-connected activity centre such as Bayswater is consistent with our own values as a community-minded organisation. We value future opportunities to consider providing complementary infrastructure and services if we were able to obtain resources to facilitate this. However, we note that the proposed building height of 9 storeys — or approximately 31 metres to the top of the lift shaft and services — represents a variation from the 8-storey maximum prescribed under the applicable Bayswater Design Guidelines for the King William Street Sub-Precinct. The planning report acknowledges this variation and seeks to justify it on the grounds of design excellence and pragmatic funding requirements. We respectfully submit that the height variation has not been

No	Support/ Objection	Location	Comments
			adequately justified given its direct impacts on an immediately adjoining neighbour, and we request that DevelopmentWA give careful consideration to whether the proposed variation is warranted and proportionate. We note and agree with the concerns expressed by the Design Review Panel that “The development does not achieve the boundary setbacks envisaged under the applicable Acceptable Outcomes: - the tower element (Levels 8–9) setback 3 metres in lieu of 9 metres; and - visual privacy setbacks of 3 metres in lieu of 9 metres to Levels 4–8. We note the Design Review Panel has not resolved that the proposal demonstrates design excellence in its current form and has identified concerns regarding building bulk and amenity. We share these concerns as they pertain to the impact on our tenants and premises. We do not oppose the proposed reduction in on-site car parking within the development itself, noting the target demographic is unlikely to have high rates of private vehicle ownership and the site is well-served by public transport (and bicycle parking is explicitly included in the design for residents and visitors). Our concern regarding parking relates specifically to the impact on adjacent property, addressed below. <u>2. Concerns Regarding Construction Impacts</u> <u>2.1 Building Protection and Dilapidation Reporting</u> Given the scale and proximity of the proposed development — which is to be built to nil side setbacks at the ground floor level along our shared boundary — we are concerned about the risk of physical damage to our building during construction. A development of 9 storeys immediately adjacent to our property carries significant risk of vibration, ground movement, and structural impact. We formally request that the following conditions be imposed as part of any development approval: • An independent pre-construction dilapidation report be prepared and provided prior to any works commencing. The report should document the existing condition of adjacent properties in full, including foundations, walls, flooring, services and any existing defects. • A corresponding post-construction dilapidation report be prepared upon practical completion, enabling a direct comparison with pre-construction conditions and establishing liability for any damage incurred. • Both reports be conducted by an independent, suitably qualified structural engineer, not engaged directly by the developer.

No	Support/ Objection	Location	Comments
			• A retaining or boundary wall of appropriate design and engineering be constructed at the shared boundary, commensurate with the scale of the development, to protect the structural integrity of our building. <u>2.2 Communication and Point of Contact</u> Our tenants — including retail, arts and community services — operate across varied hours, including evenings and weekends. They are directly exposed to the construction site and require timely, clear and reliable communication about construction activities that may affect their operations, safety or access. We request that a dedicated and responsive point of contact be provided to our organisation and tenants throughout the construction period. This person should be empowered to address issues as they arise, including out-of-hours contact for urgent matters. <u>2.3 Noise, Vibration and Dust</u> The planning report includes an Acoustic and Vibration Assessment (Appendix G). While this assessment appears to address impacts on future residents, we request that the Construction Management Plan include specific and enforceable mitigation strategies addressing impacts on adjoining occupied premises, including: • Noise management controls consistent with the <i>Environmental Protection (Noise) Regulations 1997</i>, with monitoring during construction; • Vibration limits that protect the structural integrity of adjacent heritage-listed and occupied buildings; • Dust suppression measures to protect the health of tenants and the public who access 5 King William Street during construction; and • Restrictions on the hours of particularly disruptive activities (e.g., piling, jackhammering) to minimise impacts on operating businesses. <u>3. Access to King William Street</u> The planning report notes that vehicle access to the proposed development will occur via the rear right-of-way (ROW), and that ROW widening of up to 1 metre on either side is anticipated. Any construction activity or permanent works affecting the ROW and King William Street frontage must not compromise safe and adequate access Street for tenants, customers, delivery vehicles and service providers. We specifically request:

No	Support/ Objection	Location	Comments
			• Clear, unimpeded vehicular and pedestrian access to and from King William Street at all times during construction, except where temporary closures are unavoidable, and with no less than 48 hours advance notice to our tenants in those cases; • Continued access via the rear laneway at all times, including during evenings and weekends when certain tenants operate. The Laneway Artspace, in particular, regularly hosts evening events and requires reliable rear access for loading and patron entry; • Any temporary traffic management or construction hoarding be designed so as not to obstruct sightlines or access to the entrance of our property; and • A traffic management plan for the construction phase be shared with our organisation prior to works commencing. <u>4. Impact on Car Parking at 5 King William Street</u> We are significantly concerned about the long-term, permanent impact of the proposed development on the usability of the existing car park. The current parking configuration at our property relies on an adequate turning circle to allow vehicles to enter, manoeuvre and exit. The construction of a boundary wall on the shared property boundary — which we understand to be necessary at the scale of this development — will substantially reduce this turning radius. This is not a minor operational inconvenience. A reduction in the usable turning circle may result in a direct and permanent reduction in the number of car parking spaces that can be accessed. For our community tenants — which relies on regular customer foot traffic and deliveries — parking availability is a meaningful factor in business viability and community accessibility. We therefore request: • A swept-path analysis be conducted and provided to us prior to any boundary wall construction, demonstrating the impact on the accessible parking configuration; • Where the analysis confirms a reduction in accessible parking spaces, DevelopmentWA give appropriate consideration to the impacts on our tenants and require mitigation measures to be proposed by the developer; and • In the event of a permanent, material reduction in usable parking attributable to the development, we be considered eligible for appropriate compensation or remediation, including potential contributions toward reconfiguration of the car park to restore its prior capacity. <u>5. Summary of Requests</u>

No	Support/ Objection	Location	Comments
			In summary, requests that DevelopmentWA: 1. Carefully assess the justification for the proposed height variation above 8 storeys, in light of the Design Review Panel's unresolved concerns and the impacts on the immediately adjoining property; 2. Require an independent pre- and post-construction dilapidation report as a condition of any approval; 3. Require construction of an appropriate boundary/retaining wall to protect the structural integrity; 4. Require a Construction Management Plan that includes enforceable noise, vibration and dust mitigation measures specific to impacts on adjacent occupied premises; 5. Require the provision of a dedicated construction communication contact for our organisation and tenants; 6. Ensure that access to 5 King William Street from both King William Street and the rear laneway is maintained during construction, including during out-of-hours operating periods; 7. Require a swept-path analysis to assess the impact of boundary works on the car parking configuration at 5 King William Street; and 8. Ensure that any permanent reduction in accessible parking at our premises attributable to the development is appropriately addressed, including consideration of compensation or remediation. We respectfully requests the opportunity to be heard at any public hearing or further consultation process relating to this application. We are willing to engage constructively with DevelopmentWA, the proponent and their consultants, to address the issues raised in this submission. Thank you for your consideration of this submission.
79.	Objection	Bayswater	I have noticed that a public sign has been installed at Lot 40-42 (no 7 - 11) King William Street, Bayswater regarding development project "Nine Storey Mixed Use Development Bayswater". It invites comments from members of the public. Recently there was also an article about the proposed development project: https://www.perthnow.com.au/wa/perth/central/central/huge-72-social-and-affordable-home-development-proposed-for-busy-bayswater-town-centre-c-22378930 My thoughts are that this development has the following adverse consequences: The current buildings are heritage-listed and strongly contribute to the historic ambience of central Bayswater: in particular the beautiful character building at 9 King William Street. Mixed use suggests that a significant percentage of the residential apartments in the building will be social housing. Statistically, this type of

No	Support/ Objection	Location	Comments
			housing has an increased likelihood of less-desirable activity and behaviours. For those reasons, I am not in favour of this development, particularly in the proposed location. I hope this can be considered in the decision making process.
80.	Objection	Bayswater	Opposed to this. • Drastically undersized housing - are you expecting families to cram into 1 or 2 bedroom apartments? Would you live here • Woefully inadequate parking. This is going to result in significant street parking and congestion. Why is it not disclosed how 24 parking bays is deemed to demonstrate the objectives of the guidelines? Given that this is shared between residential, commercial and visitor parking how many parking bays are allocated to the 72 residential units? • insufficient setback and violates the height restrictions. This completely violates the guidelines in the extreme - which elected officials have allowed this to get this far?
81.	Objection	Bayswater	To whom this may concern, Yes I have copied this submission from someone else but everything they have mentioned are all my concerns and believe this wouldn't be beneficial to our community of Bayswater. I have lived here nearing 10 years and seen a lot of good changes to this community but I do believe this isn't beneficial at all . I only live one block away from the king William apartments and would be highly impacted by this change . My submission: While our proximity to the city and the expansion of the rail network means Bayswater is an ideal site for higher density housing, this specific proposal raises serious concerns. It departs from several planning requirement that are there to ensure development respects the character, scale and liveability around it, particularly as it is in such a crucial location - the 'entry statement' to the heart of the town. This isn't about opposing change – it's about making sure change is done properly, respectfully and in line with the rules the rest of us must abide by. The proposed height of 9 storeys (up to 30.9 metres) will be tower over every building in the Bayswater Town Centre – and severely impact the vision of Bayswater being a welcoming tree-lined avenue leading to the river. Twenty-two parking bays and 30-odd bike parking for 76 apartments (so over 76 adult residents) is also of concern as we already have insufficient parking for local businesses. I am also very concerned

No	Support/ Objection	Location	Comments
			about security of the tree lined pocket parks and laneway – while the plans make these appear attractive and aim to unite community and residents, similar walled passages at Bayswater station already feel unsafe at night and create a lot of noise and disruption for local residents and businesses. Finally, I can see no plans for future-proofing the building, its gardens and, in particular, tenancy. The current policy is for it to be rental only, with considerable support for those tenants who require it, as well as to manage the common areas of the building. This could easily change with, say, a change in government policy, and the site could easily become a poorly maintained concrete block of privately rented apartments. I would strongly encourage Development WA to reconsider this particular development and literally look on the other side of the new Bayswater Station where there are already several higher density developments and far more potential for well-planned and attractive social and affordable housing with the additional bonus of numerous parks and other green space.
82.	Support	Tenth Avenue, Maylands	This development is hugely important to the future of Bayswater and surrounding suburbs like Maylands. There is a huge lack of housing, especially social and affordable housing and we need to ensure that everyone has a place to live. I am in my 20's and the housing crisis is bitterly impacting people my age. The design is phenomenal and I am very glad it is encouraging occupants to take public transport given it is metres away from a train station. This will promote liveability and community integration. We need more development like this. I urge Development WA to approve this development.
83.	Neutral	Beechboro Road South, Bayswater	Future Bayswater is a local, volunteer led community group dedicated to creating a vibrant, inclusive, and active town centre in Bayswater. The organisation brings together residents who share a vision for a thriving, sustainable urban district where people want to live, work, shop, and connect. It plays an important role in fostering community engagement, supporting local initiatives, and advocating for thoughtful development that strengthens the local economy and public life. Through initiatives such as the Bayswater Twilight Markets and the 6053 Pantry, Future Bayswater actively contributes to both social support and town centre activation, while promoting a future-focused vision of Bayswater as a place that is lively, diverse, and community-driven. As winners of a number of Planning Institute of Australia Awards and previous Bayswater Citizens Group of the Year, we believe we are well placed to provide feedback on the proposed development. Our members appreciate the opportunity to provide comment on the proposed development at 7–11 King William Street, Bayswater.

No	Support/ Objection	Location	Comments
			We are very supportive of the long-awaited renewal of the Bayswater town centre and broadly endorse the proposal, subject to a number of design improvements outlined below. Please find my feedback structured into key strengths and areas for improvement. <u>Key Strengths</u> 1. Renewal of an inactive site: For many years, this site has either been vacant or significantly underutilised, detracting from the vitality of the town centre. Its redevelopment presents a valuable opportunity to restore activity and attract further investment. 2. Alignment with town centre revitalisation objectives: The proposal is consistent with broader strategic objectives to revitalise the Bayswater town centre by encouraging increased density, activity, and investment in a key location. Development of this nature is essential to realising a more vibrant, active, and sustainable centre over time. 3. Appropriate evolution of the built environment: The buildings at Nos. 9 and 11 offer limited heritage contribution, and their removal reflects the need for a town centre to adapt and evolve over time. 4. Improved streetscape through removal of surface parking: The removal of the existing street-facing car park is strongly supported. Its current presence interrupts pedestrian flow and undermines the quality of the high street environment. 5. Excellent access to public transport: Located close to Bayswater Station, the site benefits from strong transport connections, making it well suited to increased density and a broader housing offering. 6. Strengthening the town centre economy: Introducing additional residents into the area will help sustain local businesses and encourage more consistent activity throughout the day and into the evening. 7. Contribution to urban greening: The inclusion of new trees and planting elements contributes positively to the greening of the town centre. Increasing canopy cover and vegetation is important for improving urban amenity, mitigating heat, and enhancing the overall attractiveness of the street environment. 8. Incorporation of salvaged materials: The reuse of existing materials, including heritage bricks and timber, particularly within Metters Lane, is a thoughtful response that acknowledges the history of the site.

No	Support/ Objection	Location	Comments
			9. Sensible approach to parking provision: Available data suggests there is sufficient parking within the town centre. Increasing parking supply is unnecessary and could detract from more productive land uses. 10. Recognition of delivery constraints: It is important that the project remains financially achievable. Excessive design requirements, such as overly complex stepped setbacks, should be avoided where they risk undermining delivery. Enhanced pedestrian connectivity: The inclusion of a pedestrian link through the site is a positive initiative that will improve movement and accessibility across the precinct. 11. Relocation of established landscape elements: The repositioning of the Jacaranda tree to a more prominent location at the front of the site will enhance the visual quality of the streetscape. <u>Matters for Improvement</u> 1. Poor utilisation of prime retail frontage: The ground floor along King William Street is not being used to its full potential, with a considerable portion assigned to private resident facilities. This reduces opportunities for street activation and limits interaction with the public realm. This frontage should instead prioritise active commercial uses, particularly food, beverage, or retail—to support foot traffic and economic activity. Resident amenity spaces would be more suitable at upper levels. 2. Restricted commercial viability: The proposed commercial tenancies appear limited in both scale and functionality, particularly due to insufficient back-of-house space. This constrains potential uses to very basic retail operations. Expanding the commercial footprint and improving internal layouts would attract a broader range of tenants and strengthen activation outcomes. 3. Lack of variety in housing types: The current dwelling mix is limited to one- and two-bedroom units with single bathrooms. This restricts the ability to accommodate a wider range of household types, including families. A more diverse mix of dwelling sizes would better reflect community needs. 4. Visual exposure of parking areas: Parking levels, particularly Level 1, should be better concealed or designed to minimise their visibility from King William Street, maintaining a more active and engaging frontage. 5. Waste management coordination issues: There appear to be inconsistencies within the Waste Management Plan that should be resolved. The handling and collection of commercial waste along King William Street should also be managed to reduce visual and operational impacts.

No	Support/ Objection	Location	Comments
			6. Broader approach to public art: Public art is supported in principle; however, the addition of further murals is unlikely to significantly enhance the area, given existing examples. Consideration should be given to more integrated and functional forms of public art, such as seating, lighting, or sculptural elements. 7. Social and Affordable Housing mix not well balanced: We strongly support the provision of social housing and welcome the inclusion of both social and affordable housing within this development. These types of accommodation are urgently needed to assist those in immediate housing stress as well as individuals and families on lower incomes. However, while acknowledging that this may extend beyond core planning considerations, we are concerned that the proposed ratio of approximately 75% social housing to 25% affordable housing lacks balance. A more even distribution, with an increased proportion of affordable housing, would better support key workers and moderate-income households. Achieving this balance would help foster a more diverse, inclusive, and economically resilient community in what is a highly accessible and well-located development. On behalf of our members, we thank you for the opportunity to provide comment on this proposal.
84.	Objection	Cobden Street, Bayswater	Seems a lot of things haven't been considered for this location 1. 22 and 30-odd bike parking for 76 apartments (so over 76 adult residents) is also of concern as we already have insufficient parking for local businesses. 2. Tree Canopy for City of Bayswater 3. I think there is other areas of Bayswater this development would suit still close to the train station
85.	Objection	Wyatt Road, Bayswater	I am strongly concerned that an extra 72 units will bring a negative impact to the Bayswater hub. Antisocial behaviour has increased in Bayswater since the train station has extended and become a main hub. Previous social housing flats, for example the 24 apartments- social housing complex on 9th Avenue Inglewood has been regularly reported for antisocial behaviour. Does the WA Police and the Department of Communities have a successful program to combat antisocial behaviour? Please keep in mind, this location is situated 160m from an Early Learning Centre and local Primary school. So I am concerned with antisocial behaviour. The extra traffic is a concern. I do not understand why only a TIS was conducted not a TIA. This is a major project! King William Road has 20,000 cars a day. You are trying to increase the hub with 72 units. The Bayswater Shire have calculated over 100 car movements...I would like to also address the lack of car bays proposed, this is going to cause a negative impact on the small businesses in the

No	Support/ Objection	Location	Comments
			area. If people cannot find parking, they will not have customers. Visitors of this size complex will be blocking the hub. Finally, I personally think this size complex is much too large for the selected location. I hope my feedback will be taken on board. It will be sad to see one of Bayswater town centre Heritage trails cottages (Henry Halliday 1905) demolished for not the correct building.
86.	Objection	Bayswater	I am writing to express my objection to the proposed nine-storey mixed-use development at 7–11 King William Street, Bayswater. While I understand the importance of increasing housing supply within the Perth metropolitan area, I have serious concerns about the suitability of this proposal and the potential impacts it may have on the existing Bayswater community. <u>Building Height and Character of the Area</u> The proposed development, standing approximately 31 metres high over nine storeys, is significantly larger than surrounding buildings within the area. Bayswater's town centre and nearby residential streets are primarily characterised by low-rise development, and a building of this size would be visually dominant within the streetscape. The scale of the proposal would substantially alter the character of King William Street and the wider precinct. Approving a development of this height could also establish a precedent for future developments that are similarly out of proportion with the existing environment. <u>Parking and Traffic Impacts</u> The development proposes 72 residential dwellings while providing only 24 resident parking bays. This level of parking appears inadequate for a development of this size and is unlikely to meet the needs of future residents. Although public transport is available nearby, many people still rely on private vehicles for work, family responsibilities, appointments, shopping, and other daily activities. As a result, it is reasonable to expect that parking demand will exceed the number of bays provided on site. Parking in Bayswater is already heavily utilised due to commuters using the train station, local businesses, schools, and existing residents. Any overflow parking generated by this development is likely to place additional strain on surrounding streets and reduce available parking for those already living and working in the area and the school areas. <u>Impact on Nearby Schools and Community Safety</u>

No	Support/ Objection	Location	Comments
			The proposed site is located close to both Bayswater Primary School and St Columba's School. Introducing a large-scale social and affordable housing development in close proximity to these schools raises concerns regarding increased traffic, pedestrian activity, and overall community safety, particularly during school drop-off and pick-up periods. While many residents of social housing contribute positively to their communities, developments of this scale should be carefully assessed to ensure local infrastructure, support services, and community facilities are equipped to accommodate the increased population, especially the safety of children etc. Families, residents, and school communities should have confidence that broader considerations such as safety, wellbeing, and local impacts have been fully evaluated alongside planning requirements. <u>Ongoing Management and Maintenance</u> The application outlines proposed landscaping and maintenance arrangements; however, there appears to be limited information regarding the long-term management of a development of this size. The ongoing success of large residential developments is heavily dependent on effective maintenance, security, and property management. Without clear and enforceable commitments, there is a risk that standards may decline over time, affecting both residents and the surrounding neighbourhood. Further detail should be provided regarding: • Building maintenance and upkeep. • Security and access management. • Measures to address anti-social behaviour. • Property management responsibilities. • Funding and maintenance of communal areas and landscaping. Clear accountability in these areas is essential to ensure the development remains an asset to the community in the long term. <u>Suitability of the Location</u> While the site's proximity to public transport is often cited as a benefit, access to a train station alone should not determine whether a development of this scale is appropriate. The proposal appears to prioritise housing delivery objectives without adequately considering local character, infrastructure capacity, community expectations, and existing pressures within the area. Bayswater is already experiencing substantial growth and change through the METRONET redevelopment and associated projects. Adding a nine-storey development containing 72 dwellings to this site has the potential to place additional pressure on roads, parking, public spaces, and community services. Alternative

No	Support/ Objection	Location	Comments
			locations may be better suited to developments of this scale where impacts on established residential areas, schools, and local infrastructure would be less significant. <u>Overall Community Impact</u> When all factors are considered together—including the building height, limited parking provision, concentration of social housing, proximity to schools, and uncertainty surrounding long-term management—the proposal appears inconsistent with the existing character and capacity of the area. The concerns raised by residents, businesses, schools, and community members warrant careful consideration. In its current form, the proposal does not adequately address the practical impacts it may have on the local community. For these reasons, I respectfully request that DevelopmentWA refuse the application in its current form or require substantial amendments before any approval is granted. In particular, I ask that DevelopmentWA: • Reduce the height and overall scale of the development. • Increase on-site parking to better reflect expected demand. • Conduct a more detailed assessment of impacts on nearby schools and the broader community. • Require comprehensive and enforceable management, maintenance, and security plans. • Reassess whether this site is an appropriate location for a development of this scale. Thank you for taking the time to consider my submission.
87.	Objection	Milne Street, Bayswater	I can see value in adding high density residential buildings in this location however not allowing for parking for each residence will seriously impact the surrounding businesses and residents. There is already limited parking in the area and any development should keep to the Bayswater design guidelines of 1 park per residence. The increased height and reduced setbacks will create an imposing facade and completely overpower the character of the street. This proposal seems similar to unsightly community housing similar to Maylands where we should be learning from those developments and improving.
88.	Objection	The Strand, Bayswater	This building does not fit in the location. It will completely tower over the town centre. The setbacks are not correct. 9 stories and a building of that design will destroy the make-up of the town. having 24 for a mixed site for 76 sites is not plausible. How do you expect people to get groceries and complete tasks? Perth is not designed for people to live on a train line and have no access to other means of transport. Whatley Crescent is already

No	Support/ Objection	Location	Comments
			completely grid locked at school times. This will make it even worse. Not to mention previous owners have allowed the property to disintegrate instead of restoring it to heritage condition. What is the point of having something listed a heritage and then bulldozing it?
89.	Objection	Higgins Way, Bayswater	Dear Council Planning Officers / Mayor and Councillors, I am writing as a resident of Bayswater to provide feedback on the proposed 9-storey building containing 72 social and affordable dwellings in the heart of the town centre. I understand and support the broader need for more social and affordable housing in our community. Providing homes for people who need them is important, and I do not oppose the principle of this type of development. However, I have serious concerns about this specific proposal in its current form. 1. Building Height and Visual Impact: The proposed 9-storey building represents a significant departure from the existing character of the surrounding area, where building heights are generally limited to 2–3 storeys. A structure of this scale is likely to become a dominant and visually intrusive element in the town centre. I am concerned it will overshadow nearby properties, reduce amenity, and change the low-rise, village-style feel that many residents value in Bayswater. 2. Management of Social Housing and Anti-Social Behaviour: I am worried about the potential impact on local amenity based on my experiences with existing social housing in the area. Residents, including myself, have regularly observed issues such as frequent police attendances, groups of youths loitering, questionable visitors (often associated with suspected drug activity), and non-compliance with pet ownership rules (e.g. animal hoarding beyond the allowable two dogs). While these problems do not apply to all social housing tenants, they are real and ongoing for nearby residents. Taking enforcement action currently appears to require court proceedings, which many residents find intimidating and ineffective. Key question: How will Council and the chosen Community Housing Provider actively manage this development to prevent similar issues? Specifically: • What tenant selection, support, and exit strategies will be in place? • What ongoing monitoring, rapid response protocols, and partnership arrangements with WA Police will be implemented? • How will breaches of tenancy rules (noise, behaviour, pets, visitors) be enforced in a timely and fair manner without placing the burden on neighbouring residents? Clear, robust management plans with measurable performance standards should be a condition of any approval.

No	Support/ Objection	Location	Comments
			3. Location Risks: The site's proximity to the train station is a double-edged sword. While it offers good transport access for future residents, it also increases the risk of anti-social behaviour (especially in combination with the proposed purpose of it being social housing!), transient activity, and related problems that are commonly associated with locations near major transport hubs. 4. Impact on the Town Centre: The Bayswater town centre is a prime location with strong potential for balanced, high-quality redevelopment that benefits all residents. Placing a large concentration of social housing in this central, high-visibility spot raises concerns about long-term effects on property values, business confidence, and the overall perception and desirability of the area. It feels like a significant trade-off for existing homeowners and businesses who have invested in the suburb. I wonder if it is possible to consider a better balance between social needs and maintaining the character and liveability of our town centre.
90.	Objection	Murray Street, Bayswater	1. The setbacks on the ground floor don't adhere to City of Bayswater setbacks 2. The change they want to make to the setbacks on upper floors are different than initial plans, the setbacks will not be enough 3. The height is too tall for a small village town centre and they have changed the height of the building since initial application. 4. Parking. There is not enough provision for 72 apartments (some of them being 2 bedroom apartments so there will be more than 72 residents + commercial will need parking (although I understand not every single person will have a car at least 50% of them will if not more) 5. There is already a shortage of parking in Bayswater town centre and adjoining street where residents can not a lot of the time park outside our own homes. 6. Town centre congestion, it is already chaotic at busy times of the day 7. The time frame of the project getting built will be chaotic for 2 years plus with trucks tradies and supplies being delivered 8. Rubbish collection 9. The crime rate will go up due to the nature of the accommodation (community housing). The crime rate is already high at night time with the train station bottle shop and free phone box (drug deals done at the phone box already) as well as unsavoury people hanging around 10. The building itself does not fit in with a heritage building area 11. A private apartment block that is only 3 or 4 story's high would be more acceptable in this small village town centre.

No	Support/ Objection	Location	Comments
			12. There are other vacant blocks of land around the Bayswater area which are more suitable and fitting for this type of building
91.	Neutral	Leake Street, Bayswater	Thank you for the opportunity to comment on the proposed development at 7–11 King William Street, Bayswater. As a resident of Bayswater for more than 35 years, I have witnessed the evolution of the area and strongly support the long-awaited renewal of the town centre. Overall, I support the proposal and believe it has the potential to make a significant positive contribution to Bayswater, provided several aspects of the design are refined. Please consider the following comments. <u>Key Benefits of the Proposal</u> <i>Renewing an Underperforming Site</i> The subject land has remained vacant or substantially underutilised for a considerable period and currently detracts from the vibrancy of the town centre. Redevelopment of the site presents an important opportunity to introduce new activity, investment and life into this prominent location. <i>Strong Public Transport Integration</i> Given its immediate proximity to Bayswater Station and access to frequent rail services, the site is well suited to higher-density housing and increased residential activity. Concentrating housing in locations with excellent transport access is sound planning practice. <i>Strengthening the Local Economy</i> Additional residents living within the town centre will provide greater support for local businesses and help generate activity throughout the day and evening, improving the overall vitality of the precinct. <i>Improved Pedestrian Connectivity</i> The proposed pedestrian link through the site is a positive urban design feature that will improve accessibility and permeability within the town centre and encourage greater pedestrian movement. <i>Removal of Frontage Car Parking</i> Replacing the existing surface car park at No. 7 with active development is welcomed. The current arrangement interrupts the streetscape and creates an unattractive edge along King William Street. <i>Sensible Heritage Response</i> While the history of the area should be acknowledged and respected, the buildings at Nos. 9 and 11

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			do not make a substantial contribution to local heritage outcomes. Their removal is considered appropriate and allows the town centre to evolve in response to contemporary needs. <i>Retention of Local Character Through Reused Materials</i> The proposal's intention to incorporate reclaimed materials, including heritage brickwork and timber elements, particularly within Metters Lane, is a thoughtful approach that references the site's history while embracing modern development. <i>Positive Landscape Outcome for the Jacaranda Tree</i> The relocation of the existing Jacaranda tree to a more prominent and visible position is strongly supported and will enhance the appearance and character of the streetscape. <i>Appropriate Parking Strategy</i> Available evidence suggests parking demand within the precinct is manageable. Increasing parking provision should not come at the expense of density, urban design quality or broader planning objectives. <i>Importance of Maintaining Project Viability</i> It is essential that design requirements remain balanced and do not jeopardise the feasibility of the development. Excessive setback requirements or other unnecessary constraints could undermine the delivery of a project that is important to the future of the town centre. <u>Matters Requiring Further Attention</u> <i>Prioritising Active Uses Along King William Street</i> One of the most significant concerns relates to the use of valuable ground-floor frontage for private resident facilities. While resident amenities are important, they contribute little to street activity and should ideally be located on upper levels. The primary frontage should instead be dedicated to publicly accessible uses such as retail, hospitality or other commercial activities that strengthen the public realm and encourage pedestrian engagement. <i>Expanding Commercial Opportunities</i> The proposed commercial tenancy appears relatively limited in both size and functionality. Restricted service areas and back-of-house facilities may limit the range of businesses that can operate successfully from the site. Greater commercial frontage and improved tenancy design would increase

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			flexibility, support a broader mix of businesses and contribute more effectively to town centre activation. <i>Enhancing the Landscape Design</i> Although the inclusion of 21 trees is acknowledged and supported, the overall landscape strategy appears fragmented and could be better integrated into the development. Landscaping should play a stronger role in creating shade, improving pedestrian comfort and supporting public activity throughout the precinct. <i>Delivering More Innovative Public Art</i> Public art is encouraged; however, Bayswater already contains numerous mural installations. The development presents an opportunity to introduce more integrated and functional forms of public art, such as sculptural features, bespoke seating, lighting installations or interactive elements that contribute to both the visual quality and usability of public spaces. <i>Improving Screening of Parking Areas</i> Consideration should be given to better screening parking areas visible from King William Street, particularly at Level 1, to ensure the development presents an attractive and active frontage to the public realm. <i>Resolving Waste Management Issues</i> Further clarification is required regarding aspects of the Waste Management Plan, where inconsistencies appear to exist within the supporting documentation. In addition, the visual and operational impacts associated with commercial waste collection from King William Street should be minimised wherever possible. <i>Increasing Housing Choice</i> The proposed residential mix is limited to one-bedroom/one-bathroom and two-bedroom/one-bathroom dwellings. The absence of larger dwellings, including three-bedroom or multi-bathroom apartments, restricts the development's ability to accommodate a broader range of households such as families and multi-generational living arrangements. A more diverse housing mix would support a more balanced and sustainable residential community.

No	Support/ Objection	Location	Comments
			<i>Reviewing the Housing Allocation Mix</i> While acknowledging that housing tenure allocation may sit beyond the scope of strict planning considerations, the proposed balance between social and affordable housing warrants review. The current allocation of approximately 75% social housing and 25% affordable housing appears disproportionate. A more balanced approach, with a greater proportion of affordable housing, would better address the needs of key workers and moderate-income households while still supporting social housing objectives. Such an outcome would contribute to a more diverse, inclusive and economically resilient community, particularly in a location centred around one of Perth's most significant transport hubs. <i>Closing Remarks</i> The proposed development represents a valuable opportunity to transform a long-underutilised site and further strengthen the Bayswater town centre. The project should be supported in principle; however, refinements relating to ground-floor activation, commercial opportunities, housing diversity, landscaping and public realm outcomes would significantly enhance its contribution to the area and help deliver a more vibrant, attractive and successful development.
92.	Neutral	Grafton Road, Bayswater	I have lived in Bayswater since I was born in 1997 and feel strongly connected to Bayswater and its future. Overall, I support the intent to revitalise the town centre and believe this proposal has considerable merit, so long as key refinements are made to the design. From my perspective as a social worker, I see every day the growing need for social and affordable housing in our community. Developments like this are essential, and locating higher-density housing close to public transport is particularly important in supporting access to employment, services, and social connection. Please consider the following comments. <u>Positives</u> The following are positive aspects of the development: 1. Transport-oriented location: The proximity to Bayswater Station and strong public transport connections make this an ideal location for increased residential density, particularly for social and affordable housing.

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			- Increased residential presence: Bringing more residents into the town centre will help strengthen local businesses and contribute to activity and vibrancy beyond standard trading hours. - Redevelopment of an underutilised site: This site has remained vacant or poorly activated for a long time. Its redevelopment is an important step toward rejuvenating the area and encouraging further investment. - Improved pedestrian outcomes: The removal of the existing street-facing car parking at No. 7 will enhance walkability, safety, and continuity along the high street. - Contribution to housing supply: The project makes a meaningful contribution toward addressing the need for social and affordable housing, which is critically important for the local community. - Improved site permeability: The inclusion of a pedestrian connection through the site is a positive addition, improving movement and accessibility. - Jacaranda tree relocation: Relocating the Jacaranda tree to a more visible position at the front of the site is a strong streetscape improvement. - Adaptive reuse of materials: The incorporation of reclaimed materials, including brickwork and timber, is a thoughtful way to reflect the site's history. - Practical heritage outcome: The buildings at No. 9 and 11 have limited heritage significance, and their removal is reasonable within the context of a growing activity centre. <u>Things to Improve</u> - Housing diversity: The current mix of one and two-bedroom dwellings, each with a single bathroom, limits suitability for families and other household types. A broader range of dwelling sizes would better meet community needs. - Balance of social and affordable housing: While strongly supporting social housing provision, the current split (approximately 75% social and 25% affordable) could be more balanced. Increasing the proportion of affordable housing would also support key workers and people with moderate incomes – like me. - Main street activation: The King William Street frontage should better prioritise active uses. Ground floor areas currently allocated to resident amenity reduce opportunities for retail or hospitality uses that would contribute to street life. - Public art approach: Rather than relying primarily on mural-style treatments, public art should be more integrated into functional elements such as seating, lighting, or sculptural features to enhance usability and identity.

No	Support/ Objection	Location	Comments
			5. Visual impact of parking: Parking areas, particularly on Level 1, should be carefully screened or designed to minimise their impact on the street and maintain an active frontage. This proposal represents a valuable opportunity to revitalise the Bayswater town centre and deliver much-needed housing in a highly accessible location. With targeted improvements, particularly to ground floor activation, commercial functionality, landscape design, and housing mix, the development has the potential to create a more vibrant, inclusive, and sustainable outcome for the community.
93.	Objection	Kitchener Avenue, Bayswater	I am writing to provide feedback regarding the proposed 9 storey social housing development in Bayswater. I acknowledge the support efforts to address housing shortages within our community. However, I have significant concerns about the scale and design of this proposal and its potential impact on the surrounding area. My concerns include: • The height and density of the development appear excessive for the existing character of the town. • Increased residential density in this location may place additional pressure on local infrastructure, services, and public amenities. • Parking availability is already a challenge in the area, and I am concerned the development will create further parking congestion and traffic impacts for existing residents and businesses. • The visual impact of a 31-metre building would negatively affect the amenity, appearance, and character of the town. I would like to see greater consideration given to alternative housing solutions that ensure the development is modified to better reflect the scale, character and infrastructure capacity in the area.
94.	Objection	Leake Street, Bayswater	I do not think this is a good location for a huge state housing development. Since the train station went in, I already feel unsafe in the town centre and it's not a nice place to bring more and more people. There's not enough car bays proposed and parking is already an issue. This will only bring problems and is a bad idea.
95.	Objection	Westlake Road, Morley	I am very concerned with the proposed social housing high rise development at King William St, Bayswater. Evidence has shown of increased crime and social disruptions surrounding high density social housing developments. A 9 story development will bring major risk to an area that already has serious safety concerns around the Bayswater training station and the Morley galleria. I am not supportive of the proposed development as I don't not believe Bayswater rate payer should be forced to deal with the consequences. What mitigants are being planned to prevent manage the higher risk of a deterioration in the community after and family friendly environment by high density social housing?

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			The city of Bayswater has been trying to make progress toward creating a highly desirable city for families and there is a strong sentiment in the community that this will set that progress backwards
96.	Objection	Beechboro Road South, Bayswater	This complex will destroy the city centre of Bayswater. Build this complex on the corner of Guildford and King William as an alternative. If there is a priority for parking rather than public transport proximity, this does not deserve to be city centre. There's plenty of extra vacant land around and should be considered elsewhere. All for helping those in need, but not at the expense of others. Also, if this were to go ahead, regardless of location, there needs to be an enforced code of conduct for its patrons where littering and throwing their junk on the street will yield penalties and/or eviction. Every time I drive by a Homeswest type house there is nothing but a junk yard/dumpster on display. Disappointed to say the least because we've worked so hard to live where we do. Taking away view points from others to create some concrete block, creating even more traffic, is a terrible idea.
97.	Objection	Roberts Street, Bayswater	The scale of the building will increase congestion, the lack of parking spaces both in the small quantity proposed for the residents and the minimal parking for public currently will not help with the amenity of the town site. I'm all for housing more people, but not massive density so close in the town centre, that does not have the capacity to support such numbers.
98.	Objection	Leake Street, Bayswater	I am strongly opposed to the development. The lack of parking allocated is a major concern given we already have insufficient parking within the town centre; furthermore the addition of high density social housing will likely add to the increased social issues we have in the town due to the new train station, where my family and I have been abused and threatened multiple times and have reduced how much we venture into the area due to that risk. We are not confident the government can adequately manage the implications as proven by the train station development.
99.	Support	Nanhob Street, Bayswater	Thanks for the chance to make a submission regarding Lots 40–42 (7–11) King William Street, Bayswater. I am a long-term Bayswater resident, having raised a family in the area and lived here for more than 30 years. I welcome the long-overdue revitalisation of the main town centre, and the potential that can flow from the proximity of the redeveloped train station. I believe the development application should be supported, with a few caveats on the current design. I have some positives and negatives outlined below. <u>POSITIVE</u> 1. In a housing crisis at a time of high transport costs and the over-reliance on cars, it is great to see sensible density and a wider range of residential choices near a major public transport hub

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			2. This brings a long-time eyesore in a prime location in the heart of Bayswater back into use for the benefit of residents and the general public. 3. It will help enhance social and economic activity that will benefit local businesses and boost foot-traffic to the overall benefit of public safety. 4. The removal of the off-street parking and proposed pedestrian link to the laneway and Whatley Crescent shops behind will make for a more porous walkable precinct. The retention and re-positioning of the Jacaranda tree to a more prominent position also will add to the amenity. <u>NEGATIVE</u> 1. The ground-floor areas along King William should have more capacity to enhance public-facing commercial tenancy options such as back area kitchens. Hopefully this would attract more commercially viable attractors to enhance foot traffic and contribute to the area's vitality. 2. Perhaps consider a more diverse dwelling mix. The one-bedroom/one-bathroom and two-bedroom/one-bathroom apartments could be added to with three-bedroom or multi-bathroom options to cater for a wider range of households. 3. Public art is welcome, but more visual and tactile imagination could be used to go beyond yet another mural to consider more integrated and functional art such as interactive sculpture or installations, custom seating and lighting elements. 4. Parking should not dominate the street view. Where achievable, Level 1 parking should be screened from King William Street so the frontage remains visually interesting and active. 5. Waste arrangements need clarification. The visual and operational effects of commercial bin collection on King William Street should also be avoided.
100.	Objection	Hamilton Street, Bayswater	Strongly disagree with this proposal, siting height that overshadows the town centre of 2 story buildings, possible crime, as already increased crime with train station, not enough parking and major traffic issues . Visual impact way out of scope with everything else around, not enough infrastructure immediately in the vicinity to handle that many people. Existing housing now look at a mega-structure. I can't see much positive impact on the neighbourhood whatsoever. Please don't allow this !!!!
101.	Objection	Francis Street Bayswater	The proposal to have a 72 social dwellings in multi-storey capacity (over the original proposed limit) with inadequate parking into an already socially complex area (severe antisocial behaviour near the station) is problematic. The parking limitations alone are a concern, particularly as the streets are already congested with multiple cars per home and inadequate street parking availability (on my street, I can barely turn out of my driveway without a bus or a car speeding down it - that's if I can get past the 6 cars parked opposite). The traffic flow near the station, particularly on King William's street and the intersection near Whatley

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			is horrific. There is hardly enough street parking as is and the area isn't walkable due to antisocial behaviour, to which this building would logically invite more of. It is a concern to those that live close to this area, for more reasons than one. Additionally, the size of the building (the height) is much higher than proposed and will out scale others, not aligning with the rest of the buildings in the area.
102.	Objection	Higgins Way, Bayswater	I am writing in relation to the proposed nine-storey mixed-use development at Lot 40-42, Nos. 7-11 King William Street, Bayswater. I support the State Government's objective of increasing social and affordable housing. Housing is a basic human right, and I recognise the need for more well-located housing close to public transport, services and employment. I am not opposed to social or affordable housing being delivered in Bayswater. However, I do not support this proposal in its current form because I believe the scale, parking shortfall, traffic impacts and lack of transparency around the housing mix require further consideration. My first concern is the proposed building height and bulk. A nine-storey building would be visually dominant and out of scale with the existing built form in the surrounding area, where nearby buildings are generally much lower in height, typically around two to three storeys. While I support more housing in principle, this should not come at the cost of poor integration with the existing streetscape and local character. I ask DevelopmentWA to consider whether the housing yield could be delivered in a more distributed and context-sensitive way. Rather than concentrating the whole development in a single nine-storey building on King William Street, a preferable planning outcome would be to deliver two smaller apartment buildings, each approximately three to four storeys, distributed on both sides of Bayswater Station. This approach could still provide social and affordable housing close to METRONET services, while reducing visual bulk, improving integration with the existing low-rise character of Bayswater, and spreading traffic, parking and servicing impacts more evenly across the station precinct. My second concern is the significant lack of parking. The proposal provides only 24 parking bays for 72 dwellings, as well as commercial and visitor parking needs. This is a substantial shortfall. Although the site is near Bayswater Station and the proposal appears to rely on residents using public transport, this does not fully reflect day-to-day living needs. Some dwellings will likely accommodate more than one person, particularly where units have two bedrooms, and many households are still likely to require at least one car. Public transport is helpful,

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			but it does not remove the need for private vehicles for many activities, including grocery shopping, transporting children or family members, work trips that are not well served by public transport, and other practical needs. This is particularly relevant because the immediate area does not currently have a supermarket within the station precinct. Residents may still need to drive for groceries and other essential household needs. As a result, I am concerned that the parking shortfall will simply spill into surrounding residential and town centre streets. This will place additional pressure on already limited street parking and may create congestion, inconvenience and safety issues for nearby residents, businesses and visitors. My third concern is traffic congestion. King William Street and Whatley Crescent already experience congestion, particularly around peak times. Concentrating 72 dwellings, commercial tenancies, servicing, deliveries, waste collection and visitor movements on this one site is likely to worsen existing traffic pressures. The right-of-way access arrangement also needs careful consideration to ensure it does not create further conflict between vehicles, pedestrians, cyclists and local residents. My fourth concern is that the public advertising material does not clearly explain the proposed percentage of social housing compared with affordable housing. The community should be told how many of the 72 dwellings will be social housing and how many will be affordable housing, how this mix was derived, and whether it is fixed as a condition of funding or could change over time. This is particularly important because other DevelopmentWA social and affordable housing projects appear to use a different and more clearly stated model. For example, the Bassendean proposal has been publicly described as 58 affordable apartments and 15 social apartments. The community should be given transparent information about the tenure mix before the proposal is approved. If the Bayswater proposal uses a different ratio, DevelopmentWA should explain why, what policy or funding criteria determine the ratio, and whether the proposed mix reflects local housing need, public housing waitlist demand, project viability and/or funding requirements. The social and affordable housing ratio should also be secured through clear conditions so that the approved public benefit is actually delivered and maintained over time. I ask DevelopmentWA to consider whether this proposal represents good planning, rather than simply maximising dwelling numbers on one site. Social and affordable housing should be delivered in a way that is liveable for future residents and respectful of the existing community. A lower-rise, better

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			distributed approach with more adequate parking and less traffic impact would be a more appropriate outcome for Bayswater. I request that DevelopmentWA require the applicant to address the following matters before any approval is granted: 1. Reducing the height and visual bulk of the building; 2. Considering a more distributed model, such as two smaller three- to four-storey apartment buildings on both sides of Bayswater Station; 3. Providing a more realistic parking solution; 4. Addressing likely traffic and parking impacts on King William Street, Whatley Crescent and surrounding streets; 5. Clearly disclosing the proposed social housing and affordable housing ratio; 6. Explaining how that ratio was derived and why it differs from other comparable DevelopmentWA projects, including Bassendean; and 7. Ensuring the promised social and affordable housing outcomes are secured through enforceable conditions. I ask that these matters be carefully considered before the application is determined.
103.	Objection	Doherty Street, Embleton	I am concerned around the proposal of a social housing complex at 7-11 King William Street, Bayswater. The Bayswater train station development looks fantastic and has modernised the area. Unfortunately the area around the train station is quite dangerous at most times of the day, with violent and threatening behaviour from people hanging around the station. This has been consistent for a while now. I am concerned that social housing will further perpetuate this issue and make the Bayswater cafe strip too dangerous to even visit. I like going there with my family and fear that won't be possible in the future. Please reconsider this development for the sake of the Bayswater residents.
104.	Objection	Roberts Street, Bayswater	The site for this proposed 9 storey tower is inappropriate and contravenes local planning guidelines from the City of Bayswater. It will cast huge shadows over the surrounding properties, detract from the tree-lined entry from the Bayswater Bridge precinct towards the river and is not in sync with the area's heritage and character. The proposed setback is inadequate, as is the proposed number of parking bays - 24 for more than 70 apartments. Parking within the Bayswater Bridge precinct is already at capacity for current businesses and residents. There are other sites close to the Bayswater Bridge precinct that are more spacious for such developments to

No	Support/ Objection	Location	Comments
105.	Objection	Armada Street, Bayswater	The number of parking bays in this proposed development is ridiculously low. People won't give up their cars. They will just cause chaos on the surrounding streets. Perth does not have a good enough public transport system that people can get around easily without a car. Not everyone works in the CBD so they still need to drive to work. I have lived in an apartment building across the road from a train station and tenants still often had more vehicles than car bays allotted to their apartment. They took up bays that were meant for residents' visitors and for customers of the retail businesses in the building which was a great source of frustration for residents and negatively impacted those businesses. Residents and customers of this building will be forced to park up and down King William St. As a resident who uses King William St daily, I don't want to see it become anymore chaotic then it already is during peak times. If the developers can't work more car bays into the design then the height of the building needs to be dramatically reduced to get the ratio of residences and commercial units to parking bays correct. I support the development being for affordable and social housing.
106.	Objection	Dunkley Place, Bayswater	I have concerns about the scale of this proposal, and I'd encourage the council to carefully consider whether this development is appropriately sized for the area. Nine storeys feels out of step with the surrounding neighbourhood. We've seen what large-scale social housing developments have done to places like Maylands, the density alone creates pressure that the local area simply isn't equipped to absorb. The existing shops and services along this stretch are already stretched, and I'm not confident the infrastructure is there to support a significant increase in residents. Traffic is a real issue here too. This corridor is already congested at peak times. My other concern is the proximity to the schools and the nearby playground and library. I'm not opposed to social housing in principle, but placement matters. High-density developments near schools and children's spaces deserve extra scrutiny. Again it's more of a scale thing. That many residential units is a concern. I'd ask that council consider whether a reduced scale might better serve both future residents and those of us already here.
107.	Support	Danaher Mews, Clarkson	Thank you for the opportunity to provide feedback on the proposed development at 7–11 King William Street, Bayswater. As someone with a connection to Bayswater and as a tradesperson, I am encouraged to see investment in new housing located close to a busy train station and an established

No	Support/ Objection	Location	Comments
			town centre. I strongly support the overall intent of revitalising this long-underutilised site, provided some key design improvements are made. The proposal has many positives. Redeveloping a dormant site and removing the at grade car park will significantly improve the streetscape and pedestrian experience. The development is appropriate - and with its proximity to Bayswater Station makes this an ideal location for greater housing density. Increased residential population will support businesses and contribute to much-needed activity in the area. I also support the approach to parking, the provision of a pedestrian connection through the site, the relocation of the Jacaranda tree. However, there are some areas where the proposal could be improved. The ground floor frontage to King William Street is underutilised, with not enough commercial uses that would enliven the street. Additional concerns include a lack of dwelling diversity—particularly the absence of 3 bedroom or dual bathroom residences and the need for a more balanced mix between affordable and social housing to better support a diverse and sustainable community in this key location. Overall, I support the development and the important role it can play in revitalising Bayswater, but these refinements would help ensure it delivers a more active, inclusive, and high-quality outcome for the town centre.
108.	Objection	Whatley Crescent, Bayswater	The proposed development at 7-11 King William Street represents a significant overdevelopment of the site and should be refused in its current form based on several critical planning grounds. The proposed nine-storey height is an excessive departure from the Bayswater Town Centre Structure Plan. It introduces unacceptable visual bulk, causes severe overshadowing, and requires the irreversible demolition of local heritage assets. Furthermore, the allocation of just 24 parking bays for 72 dwellings creates a severe shortfall. This deficit will inevitably cause parking to spill over into surrounding streets, starving local businesses of customer parking and worsening traffic congestion on an already strained main artery. The development also poses clear risks to local social and educational infrastructure. The tower height creates direct, elevated overlooking lines into the adjacent Bayswater Primary School, compromising student privacy and safety. Additionally, the rapid influx of high-density social and affordable housing will place immediate operational and pastoral strain on the local school, which lacks the proactive state funding and specialized resources required to manage a sudden surge in student numbers. Without a comprehensive social infrastructure impact assessment and significant

No	Support/ Objection	Location	Comments
			modifications to scale and parking, this project will severely diminish the amenity, safety, and character of the Bayswater community.
109.	Objection	Gallipoli Street, Lathlain	While the development contributes to housing supply, the proposed unit layouts raise concerns regarding residential amenity and long-term liveability. The kitchens appear undersized and offer limited workspace and pantry storage. In particular, the proposed 2.6 m long linear kitchen is inadequate for a dwelling intended for long-term occupation. While it may technically accommodate essential appliances, including a sink and cooktop, doing so leaves very limited bench space for food preparation. The layout also appears to place the refrigerator and pantry outside the typical kitchen work triangle, reducing efficiency and functionality for everyday use. For residents on low and moderate incomes, the ability to prepare meals at home and store groceries efficiently is particularly important. A functional kitchen is therefore not a luxury but an essential component of affordable living. The combined kitchen, living and dining area of 17 m² also appears too small to comfortably accommodate these multiple functions. The 1 bed floor plans do not seem to provide sufficient space for a standard dining table and four chairs while also maintaining a practical living area. The 2 bed type B floor plan, does not seem to have a realistically good position for the dining table due to the layout of the kitchen, sliding doors, and windows. These issues limits the ability of residents to share meals with family and guests and reduces the flexibility of the space for everyday living. Opportunities to host visitors and maintain social connections are an important aspect of housing quality and community wellbeing. The proposal appears to prioritise maximising dwelling yield at the expense of internal functionality. While the apartments may satisfy minimum dimensional requirements, the resulting layouts risk providing a standard of amenity that is below community expectations for long-term occupation. Given the compact nature of the proposed living spaces, I encourage the use realistic internal renderings of the kitchen, living and dining areas. These renderings would assist in assessing whether the spaces can comfortably accommodate typical furniture, circulation and day-to-day activities, and whether the apartments provide an acceptable standard of residential amenity.

No	Support/ Objection	Location	Comments
			I encourage the decision-maker to consider whether the proposed dwelling designs genuinely deliver affordable, liveable housing and whether larger kitchens, increased storage, more functional dining spaces, and improved internal layouts should be incorporated before approval is granted.
110.	Objection	Whatley Crescent, Bayswater	I am writing to formally object to the proposed 9-storey development at the above address. As a local resident, I am deeply concerned about the severe, negative impacts this building will have on our community, specifically regarding heritage character, public safety, and infrastructure strain. <i>Inappropriate Scale and Heritage Character</i> • Visual Clash: A 9-storey tower is completely out of scale with our low-rise village. • Heritage Destruction: The massive height and bulk will overwhelm the historic character of the village. • Regulation Breaches: The design violates local setback regulations and surrounding building height limits. • Poor Transition: The structure fails to respect or transition into the existing historic streetscape. • Loss of Amenity: This overshadowing will significantly block natural light and privacy for nearby homes. <i>Safety, Security, and Antisocial Behaviour</i> • Crime Increase: Local crime has spiked significantly since the recent train station upgrade. • Loitering Hotspot: The station area already attracts persistent antisocial behaviour and loitering. • Surveillance Issues: High-density housing will worsen these existing security vulnerabilities. <i>Neglected Common Areas and Crime Risks</i> • Maintenance Failure: Complex tenant arrangements risk the neglect of the garden area and laneway. • Crime Magnet: An unmaintained laneway creates hidden pockets ideal for illegal activity. <i>Severe Parking Deficit</i> • Insufficient Parking: The allocation of parking spaces is completely inadequate for the number of apartments. • Street Congestion: Overflow vehicles will flood our already congested local village streets. <i>Proposed Alternative</i> • Modest Approach: I urge the council to reject this design in its current form.

No	Support/ Objection	Location	Comments
			• Respectful Design: The developer must submit a significantly scaled-down, lower-height alternative. • Character Match: Any new proposal must respect existing setbacks and protect our village identity. For these reasons, I request that the planning authority reject this application. The development must be modified to protect our suburb's safety and historic identity.
111.	Objection	Whatley Crescent, Bayswater	I am concerned that this proposal is not appropriately designed for either the existing Bayswater community or the future residents it seeks to accommodate. The proposed 9-storey building would be significantly taller than surrounding development and appears out of character with the existing Bayswater Town Centre. Rather than complementing the area's established character and vision of a welcoming, tree-lined approach to the river, the development would dominate the streetscape and create a substantial visual impact. Parking provision is also inadequate. With only 22 parking bays for 76 apartments, there is a high likelihood of increased demand for already limited local parking. Local businesses and residents already experience parking shortages, and this proposal is likely to worsen those issues. I also have concerns regarding the design of the proposed laneways, pocket parks and communal areas. While these features appear attractive in concept, similar enclosed spaces around Bayswater Station can feel unsafe, particularly after dark, and can generate noise and antisocial behaviour that impacts nearby residents and businesses. Access to essential services is another significant concern. There are currently no major supermarkets such as Coles, Woolworths or Aldi within convenient walking distance of the site. Residents without access to a vehicle would be heavily reliant on smaller convenience stores and specialty retailers, which typically offer less choice and higher prices. This raises questions about whether the location is suitable for a large-scale affordable housing development, particularly for residents who may already be experiencing financial hardship. The proposal should also be assessed in the context of broader community safety concerns. Many local residents have observed an increase in drug and alcohol-affected individuals around the Bayswater Station precinct since the station redevelopment. While public transport access is important, any substantial increase in residential density should be accompanied by clear plans for

No	Support/ Objection	Location	Comments
			community safety, security, and ongoing support services to ensure public spaces remain welcoming and safe for everyone. I am also concerned that the immediate area offers very limited community amenities beyond hotels and licensed venues. For residents who may be experiencing alcohol dependency or other challenges, this does not appear to be an ideal environment without significant supporting services and facilities. Finally, I am concerned about the long-term management and maintenance of the development. While current plans refer to tenancy support and active management, future policy changes could alter these arrangements. There appears to be limited information regarding how the building, gardens, communal areas and tenancy management would be maintained over the long term. I encourage DevelopmentWA to reconsider both the scale and location of this proposal. Higher-density development may be more appropriate in areas that already contain similar building forms, greater open space, and better access to community facilities and services.
112.	Objection	Anzac Street, Bayswater	Not in favour of the size, location, or lack of parking to tenant ratio given this is in the town centre. The zoning would be more effective for the town if it remains commercial. There is a vacant lot at the King William/Guildford intersection which would be better suited to this type of development.
113.	Objection	Warren Avenue, Bayswater	I am a constituent living in close proximity to the Bayswater Town Centre. I am pro development and pro social housing. The development proposed for 7-11 King William St is deeply concerning. The bulk, scale, lack of parking, lack of setback and percentage of social housing all make it inappropriate. It is very concerning to me that the State government has removed any local voice in this decision. Local voices matter and we should have a say in determining the future of our city. It is incredibly naive to think 24 parking bays are adequate for 70+ dwellings and commercial tenancies. Including visitors to the homes and customers to the commercial tenancies. Much more likely each residence will have two cars than zero. Where are these 100+ extra cars going to go? This will destroy our town centre and in particular make it entirely undesirable for people to drive in to patron local businesses. The proposed make-up of residents is also of concern. Social housing is of course important, but it should be a mixed development not almost exclusively social housing. I'm sure you are well across the current issues in Inglewood in that regard. I implore you to please do something to make the

No	Support/ Objection	Location	Comments
			developer meet some basic standard requirements rather than approve any project no matter the cost to the local community for developments sake. I look forward to hearing from you in relation to what you are doing on this deeply concerning and important local issue. The development proposed for 7-11 King William St is deeply concerning. The bulk, scale, lack of parking, lack of setback and percentage of social housing all make it inappropriate. It is incredibly naive to think 24 parking bays are adequate for 70+ dwellings and commercial tenancies. Including visitors to the homes and customers to the commercial tenancies. Much more likely each residence will have two cars than zero. Where are these 100+ extra cars going to go? This will destroy our town centre and in particular make it entirely undesirable for people to drive in to patron local businesses. The proposed make-up of residents is also of concern. Social housing is of course important, but it should be a mixed development not almost exclusively social housing.
114.	Objection	Murray Street, Bayswater	Whilst i am in support of modern quality development in the Bayswater Town Centre, my concerns with this proposed development are: 1) the proportion of social housing to affordable housing is too high for social housing. I believe for this development to be successful the proportion of affordable housing should be increased closer to 50/50 social vs affordable. 2) lack of car parking. Whilst I recognise the great public transport options, the reality is that many of the residents will have a car. I live nearby and street parking is already a problem which lack of parking in this development will be unworkable. Many houses on Murray street do not have a driveway (i am one) and hence we need street parking for visitors and our adult children who live at home still. With many facilities on Murray st, street parking is already a bone of contention and causing arguments on the street and this development will increase this. I believe more parking bays or less units need to be included in the design.
115.	Objection	Parsons Street, Embleton	I'm very concerned about this development for numerous reasons. Since the redevelopment of the train station there has been a noticeable increase in crime and often police presence around the area. I've witnessed incidents myself numerous times. Parking is already an issue. A storey building just doesn't fit into the area with no other high level developments. I understand we need affordable and community housing but could this development not be ALL community housing. Bayswater has a very villagey feel and I think this will destroy this.

No	Support/ Objection	Location	Comments
116.	Objection	Roberts Street, Bayswater	I acknowledge that Bayswater's proximity to the CBD and recent investment in rail infrastructure make it an appropriate location for increased residential density. However, this proposal raises a number of significant concerns in relation to planning compliance, traffic impacts, and built form outcomes. This submission is not opposed to development in principle but seeks to ensure that any development is consistent with established planning controls and delivers appropriate outcomes for the surrounding community. <i>Consistency with Planning and Building Frameworks</i> The proposed height of nine storeys (up to 30.9 metres) represents a substantial departure from the prevailing built form and raises concerns regarding consistency with the intent of local planning frameworks. Height and scale controls are not arbitrary; they exist to guide development toward outcomes that protect amenity, reinforce local character and community, and provide a cohesive streetscape. At a prominent "gateway" location into the town centre, it is particularly important that development reflects these principles. The proposed intensity is inconsistent with this intent and introduces a built form that is out of step with both the immediate context and the broader planning vision for Bayswater. Recent and emerging developments in comparable transit-oriented precincts, including those in and around Bayswater, typically range between four and five storeys, providing increased density while maintaining a scale that integrates with the existing streetscape. This mid-rise form reflects a balanced approach, supporting urban consolidation without overwhelming local character. In this instance, the scale and bulk of the proposal risk overwhelming the existing streetscape and undermining the intended character of Bayswater as a human-scaled, welcoming urban environment. At a key gateway location, it is particularly important that development reflects these principles rather than dominating them. <i>Traffic and Parking Impacts</i> The proposed provision of 24 car parking bays for 72 dwellings, commercial and visitor parking is inadequate and doesn't reflect actual demand. While reduced parking ratios can be appropriate in well-serviced transit-oriented areas, they must be supported by realistic assumptions about transport behaviour and local conditions. Bayswater town centre already experiences congestion and limited parking availability, particularly during peak periods and around existing commercial uses. This

No	Support/ Objection	Location	Comments
			proposal is likely to increase on-street parking demand, traffic circulation, and congestion as residents and visitors seek available parking. The cumulative impact of this development, in conjunction with existing and planned growth in the area, has not been sufficiently addressed. Without appropriate mitigation, the proposal risks placing additional strain on local road networks and adversely affecting both residential amenity and business activity. <i>Site Context and Amenity Considerations</i> Given the site's prominent position within the town centre, careful consideration must be given to how increased density interacts with surrounding uses and infrastructure. The intensity of development proposed, combined with limited parking provision, heightens the potential for ongoing amenity impacts, including noise, traffic, and pedestrian congestion. <i>Conclusion</i> While increased density is appropriate in Bayswater, it should be delivered in a manner that is consistent with planning frameworks, responsive to heritage context, proportionate to local infrastructure capacity and helps to foster community cohesion. In its current form, the proposed nine-storey development represents an over-intensification of the site. It is inconsistent with the established mid-rise (four to five storey) pattern, raises concerns regarding alignment with planning intent, excessive height and scale, risks undermining heritage values, and is likely to exacerbate existing traffic and parking pressures. I respectfully request that DevelopmentWA reconsider the design, scale, and infrastructure response of this proposal to ensure it meets planning expectations and delivers an outcome that is appropriate for its location and context.
117.	Objection	King William Street, Bayswater	Please do not build this in our lovely town centre. Think of the social housing they have in Inglewood where they burn the property and people harass the neighbours. Couldn't think of anything worse.
118.	Objection	King William Street, Bayswater	I am very concerned about the concessions being asked for with this high rise building. We need proper setbacks so that the bulk of the 9 stories doesn't impose so badly on the town centre. I also am very much against the low number of parking bays for the number of units in this building. This will badly impact both residents and business owners in this area. I live on this street, not very far from the site, and I have huge concerns about the concessions that this plan is asking for over both setbacks and parking.

No	Support/ Objection	Location	Comments
			I am also hugely concerned about the ratio of social/community housing to privately owned housing in this apartment block. We know that placing disadvantaged people all in the one block of flats has never worked well (overseas (Grenfell towers, Sydney, Mosman park and Maylands provide many examples of the problems with this). As a resident I am concerned about the longer term outcomes from this high ratio of community/social housing applicants. We want to integrate disadvantaged demographics into our suburbs rather than placing them all together to reduce social/antisocial issues!
119.	Objection	Lawrence Street, Bedford	I urge DevelopmentWA to reject the development application in its current form. My principal concerns are: 1. Reduced boundary setbacks to Level 4-9 2. Parking provision 3. Proposed height of 9 storeys Firstly, I thank the developers for their work developing this proposal for a block that is currently severely under-utilised and acknowledge the need for higher density around major transport hubs such as Bayswater Station. Furthermore, I am pleased to see that the development is proposed to be made up of social and affordable housing, which is much needed. I hope that the proposal can be amended to more closely align with the Acceptable Outcome criteria of the Bayswater Design Guidelines (the Guidelines). The Guidelines enable departures from the Acceptable Outcome criteria where it is demonstrated the alternative design solutions meet the relevant character statements and objectives of the Guidelines. Unfortunately, this is not the case for this proposed development. <i>Reduced boundary setbacks to Levels 4-9</i> Chapter 4.2 of the Guidelines gives a Character Statement for the King William St Sub-Precinct, acknowledging it is the “heart of the historic Bayswater town centre” where “human scale and street level integration [...] must be maintained in all developments”. Larger setbacks to upper levels are widely acknowledged as a measure to retain a sense of human scale in higher-density precincts. Furthermore, they reduce overshadowing. The City of Bayswater has recently undertaken tree planting on King William Street and residents and business groups alike have advocated for a greener KWS – it’s hard for trees and shrubs to grow if overshadowed. The

No	Support/ Objection	Location	Comments
			shadow extent diagrams in the Application show a noticeable difference in the shadowing in both the morning and afternoon due to the proposed variations. In Chapter 3.3 of the Guidelines, the Objectives for Streetscape include “New development will be respectful to the architectural, social or historic character and appearance of the streetscape and make a lasting contribution to enhance the coherence, character and attractiveness of the natural and built elements of the street it belongs to.” This proposed variation to the Acceptable Outcomes does not meet the relevant Character Statement or objective of the Guidelines and therefore should not be approved. <i>Parking provision</i> Having read the Transport Impact Statement provided by the Applicant, there are some issues with section 2.2, Surrounding Developments. While the location is very walkable, it should be noted: - the local IGA is a small-format store, and not necessarily suitable for a complete weekly shop. Residents are more likely to travel to Galleria Shopping Centre for their major shopping needs, including large format retail and supermarkets. - there are very few medical or allied health facilities in the walkable catchment. A GP practice has recently opened, but for specialist services, podiatry, physiotherapy, occupational therapy etc – these will be well outside the walkable catchment. In addition to the significant shortfall in car parking provision, the Application also proposes a shortfall in both resident and visitor bicycle and motorcycle/scooter parking, and includes shifting responsibility for visitor bicycle parking to the local government: “The development has allowed secure bike storage for 32 bikes, with the remaining residents able to store their bicycles on the balcony of their units, within the storage cages on the ground floor or at floor level in the common areas. There is currently no provision of bicycle rack within the development for visitors. A rack of minimum 8, preferably 10 bicycles, should be provided around the pocket park off King William Street without obstructing the pedestrian access.” Furthermore, the proposed 32 bike parking spots are vertically parked, which makes them unsuitable for most electric bicycles, cargo bicycles and adaptive cycles for people with disabilities, especially since the Applicant also proposes they be spaced vertically at 400mm, 100mm shorter than the required 500mm. There is also no mention of charging capability for e-bicycles and e-scooters.

No	Support/ Objection	Location	Comments
			Chapter 3.9 of the Guidelines states: “The configuration and design of buildings will encourage and support the use of alternative active travel modes, including cycling. Bicycle parking is to be secure, easily accessible and conveniently located for residents and visitors.” And “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.” While the location of the Development may support a car-free life, the current Application is almost certain to result in overflow of residents’ and visitors’ vehicles to the surrounding streets, especially as the design does not even facilitate active travel using e-mobility, bicycles etc. Again, this proposed variation to the Acceptable Outcomes does not meet the relevant Objectives of the Guidelines and therefore should not be approved. <i>Proposed height of 9 storeys</i> Chapter 4.2 of the Guidelines and the associated Character Statement for this sub-precinct states “Reflective of the small lots, topography and lower scale surrounding areas, developments will be lower in scale to larger sites immediately to the north of the train station but provide a distinct level of intensity and vibrancy to the surrounding residential Frame.” It is perhaps relevant to note here that consultation with local residents and stakeholders prior to the Guidelines being finalised, showed marked opposition to even 8 storey development in this sub-precinct. To then approve a variation from 8 storeys (25m) to 9 storeys (30.9m) in addition to the lack of setbacks, makes a mockery of the Guidelines themselves. This proposed variation to the Acceptable Outcomes does not meet the relevant Character Statement of the Guidelines and therefore should not be approved
120.	Neutral	King William Street, Bayswater	<u>SUPPORTIVE ELEMENTS OF THE PROPOSAL</u> <i>Bringing a Vacant Site Back into Productive Use</i> The subject site has remained largely inactive for many years and currently contributes little to the surrounding town centre. Redevelopment presents an important opportunity to introduce new investment, activity and purpose to this prominent location. <i>A Suitable Location for Higher-Density Living</i> Given the site's close proximity to the upgraded Bayswater Station and its strong public transport connections, the proposal is well positioned to accommodate increased residential density and a broader housing supply.

No	Support/ Objection	Location	Comments
			<i>Strengthening the Local Economy</i> Additional residents living within the town centre will help support existing businesses, encourage new investment and contribute to a more active environment throughout both daytime and evening hours. <i>Improved Walkability Through the Precinct</i> The inclusion of a pedestrian link through the development is a positive urban design feature that will improve movement, accessibility and connectivity within the town centre. <i>A Positive Outcome for the Streetscape</i> The removal of the existing street-facing parking area at No. 7 King William Street will create a more cohesive and pedestrian-friendly main street environment. <i>Sensible Heritage Outcomes</i> While heritage considerations are important, the buildings at Nos. 9 and 11 are not considered to make a significant contribution to the area's heritage character. Their removal allows the town centre to evolve in a practical and balanced manner. <i>Relocation of the Existing Jacaranda Tree</i> Moving the Jacaranda tree to a more prominent location at the front of the development will enhance its visibility and allow it to make a stronger contribution to the streetscape. <i>Incorporating Materials with Local Character</i> The proposal's commitment to reusing salvaged materials such as heritage bricks and timber, particularly within Metters Lane, provides a meaningful connection to the area's history while supporting a contemporary development outcome. <i>Parking Provision is Appropriate</i> Current observations suggest that parking demand within the precinct is manageable. Increasing parking supply is unlikely to be necessary and should not come at the expense of achieving appropriate density and urban design outcomes. <i>Maintaining Project Deliverability</i> It is important that planning requirements remain reasonable and do not compromise the viability of

No	Support/ Objection	Location	Comments
			the development. Excessive design constraints could jeopardise the timely delivery of the project. <u>MATTERS REQUIRING FURTHER ATTENTION</u> <i>Greater Focus on Active Street Frontages</i> A substantial portion of the ground floor facing King William Street is currently allocated to private resident facilities. This represents a missed opportunity to maximise street activity. Prime frontage should instead be devoted to publicly accessible uses such as hospitality, dining or retail spaces that contribute directly to the vitality of the town centre. <i>Expanding Commercial Opportunities</i> The proposed commercial tenancy appears limited in both size and functionality. Constraints in the tenancy layout and servicing arrangements may restrict the range of businesses that can operate successfully from the site. Increasing the commercial footprint and improving its configuration would strengthen activation and economic outcomes. <i>A More Cohesive Landscape Strategy</i> Although the inclusion of twenty-one trees is welcomed, the landscaping appears somewhat disconnected from the broader urban design approach. A more integrated landscape plan should focus on providing shade, improving pedestrian comfort and contributing to a more attractive and active public realm. <i>Public Art Should Be More Integrated and Functional</i> Support is given to the inclusion of public art. However, as murals are already a common feature throughout Bayswater, consideration should be given to alternative forms of public art. Sculptural elements, custom-designed seating, lighting installations and interactive features could provide both visual interest and practical community benefits. <i>Screening of Elevated Parking Areas</i> Where practical, vehicle parking located on Level 1 should be concealed from public view along King William Street to maintain an attractive and active streetscape. <i>Clarification of Waste Collection Arrangements</i> The Waste Management Plan appears to contain inconsistencies that should be addressed. Consideration should also be given to ensuring that commercial waste collection activities do not

No	Support/ Objection	Location	Comments
			negatively affect the appearance or operation of King William Street. <i>Broader Range of Housing Types Needed</i> The current housing mix is limited to one-bedroom and two-bedroom apartments with a single bathroom. The absence of larger dwellings reduces the development's ability to accommodate families, shared households and multi-generational living arrangements. A more varied range of dwelling sizes and configurations would better reflect community needs. <i>Reconsidering the Affordable and Social Housing Mix</i> While acknowledging that housing allocation may extend beyond traditional planning matters, the proposed balance of approximately 75 per cent social housing and 25 per cent affordable housing warrants review. A greater proportion of affordable housing would better support key workers and moderate-income households while contributing to a more diverse and economically sustainable community within the town centre. <u>OVERALL POSITION</u> The proposed redevelopment represents a significant opportunity to support the ongoing transformation of the Bayswater town centre and is deserving of support in principle. Notwithstanding this support, several aspects of the proposal would benefit from refinement. Improvements relating to street activation, commercial opportunities, landscaping, housing diversity and public realm outcomes would enhance the development's contribution to the town centre and help create a more vibrant, attractive and successful destination for residents, visitors and businesses alike.
121.	Objection	Belham Street, Bayswater	I support sensible urban infill and recognise that Bayswater's proximity to Perth, together with the significant investment in public transport infrastructure, makes it an appropriate location for increased residential density. However, I have significant concerns about this particular proposal and do not believe it represents the right development in the right location. My primary concern is that the proposal seeks substantial concessions from the planning framework that has been established to protect the character, amenity and long-term vision of the Bayswater Town Centre. These planning controls exist for a reason and should not be set aside without compelling justification.

No	Support/ Objection	Location	Comments
			At nine storeys and approximately 30.9 metres in height, the building would become the dominant structure within the town centre, significantly exceeding the scale of surrounding development. The proposal appears inconsistent with the vision of Bayswater as a welcoming, human-scaled and tree-lined centre that connects the community to the Swan River. Rather than complementing the existing character of the area, the development risks overwhelming it. The parking provision is another significant concern. Providing only 22 car bays and approximately 30 bicycle bays for 76 apartments is unrealistic in a location where parking is already under pressure. The inevitable result will be increased demand for on-street parking, placing further strain on local businesses, visitors and existing residents. I am also concerned about the proposed public laneways, pocket parks and communal spaces. While these features appear attractive in concept, experience around the Bayswater Station precinct demonstrates that enclosed or partially screened pedestrian areas can become sources of noise, antisocial behaviour and safety concerns, particularly outside business hours. The design should be assessed against the practical realities of how these spaces are likely to function over time rather than how they appear in promotional material. A further concern relates to the location of the development itself. This proposal would place a large social and affordable housing development at the very centre of the Bayswater community and directly adjacent to one of the area's busiest public transport interchanges. Bayswater Station is used daily by large numbers of school-aged children, families, seniors and other vulnerable members of the community. While social and affordable housing forms an important part of the housing mix, concentrating a substantial development of this nature in such a prominent and heavily utilised location raises legitimate questions about whether this is the most appropriate site. Good planning should seek to integrate affordable housing throughout the community while also considering the unique characteristics and functions of different locations. In my view, placing a development of this scale and nature immediately beside the town centre's principal transport hub does not achieve the right balance. I am also concerned by the absence of any clear long-term strategy regarding building management, maintenance and tenancy support. The proposal relies heavily on current government policies and funding arrangements. However, these arrangements may change over time. There is little assurance

No	Support/ Objection	Location	Comments
			that future governments or operators will maintain the same level of investment in tenant support, common area management and building upkeep. Given the prominence of this site, the long-term consequences of inadequate maintenance should be carefully considered. I encourage DevelopmentWA to reconsider the location of this project and investigate alternative sites on the eastern side of Bayswater Station, where higher-density development is already emerging and where there is greater opportunity to deliver social and affordable housing alongside existing residential growth, parks and open space. Such locations would appear better suited to accommodating this type of development while still providing excellent access to public transport and local services. Bayswater is undergoing significant change, and that change should be welcomed when it is well planned and consistent with the long-term aspirations of the community. Unfortunately, I do not believe this proposal achieves that outcome in its current form.
122.	Objection	Murray Street, Bayswater	The current plan is inconsistent with community expectations for development of the site and expectations. Key failures are summarized in the following points. 1. Inadequacies in the design of the structure will impact on the sense of place, amenity of the area and view shed, at both street level, and along residential streets proximal and distal to the development, and from the principal entry points including the Bayswater Train Station. 2. Non-compliance with setbacks and height provisions will adversely impact on aspects of the location and streetscape which underpin its character and the enjoyment of the Town Centre by residents or visitors. This will undermine the value of neighbouring character and heritage properties, and viability of the centre as a lasting destination for commercial and recreational activity. 3. The proposed development fails to meet the minimum requirements for parking. Suggesting that staff and residents park on the street is inconsistent with current high demand on street parking. The deficiency will: (a) increase traffic and associated noise to an unacceptable level, and compounding parking issues on streets bordering the site; (b) result in escalation of parking problems in neighbouring residential streets, including those already of concern to residents, existing businesses, schools, churches and council; (c) undermine successful and sustainable activation of the Bayswater Village; (d) compromise the viability of existing businesses; and (e) escalate tension and confrontation between parties over parking. 4. Provision of parking bays for residents and visitors is grossly inadequate. Appealing to low-socioeconomic standing of proposed tenants is inconsistent with guiding principles and sustainable planning practices.

No	Support/ Objection	Location	Comments
			5. The provision of only 1-and 2-bedroom premises will reduce diversity in demographic of residents, undermining a sustainable approach to development and continued revitalization of the Village. 6. The design of the proposed building is not in character with, or sympathetic with, the architectural character or style of residential properties bordering "Bayswater Village". 7. The design of the proposed building is not in character with, or sympathetic with, the existing heritage and character of the vast majority of commercial buildings on King William St, Murray St, or Whatley Crescent. 8. The design of the proposed building is not of a scale appropriate for the location. Key adverse impacts are: (a) construction of a 9-story structure within an area characterized by 1 and 2 story buildings detracts from the streetscape; (b) shadows will be cast onto a large number of neighbouring properties; (c) the visual outlook from residential properties on streets proximal to distal from the proposed development will be compromised to an excessive level; (d) a significant impact on residential properties through increased pollution (light, noise) following development. Revitalization of Bayswater Village is desirable but should be achieved through development which is sympathetic with the amenity, scale, and character of the area. The proposal does not satisfy this requirement.
123.	Neutral	Chesterfield Road, Mirrabooka	In response to correspondence received from DevelopmentWA, dated 28 May 2026, the *redacted* has concerns regarding the proposed nine-storey mixed use development comprising 72 social and affordable dwellings, particularly given the concentration of affordable housing within a single location, the limited supporting infrastructure, reduced parking provision and existing traffic congestion associated with the Bayswater Train Station precinct. While recognising the important role of affordable housing, experience has demonstrated that concentrated developments of this nature can generate a disproportionate demand for policing services when not supported by appropriate social infrastructure, service provision and environmental design measures. Of particular relevance is the experience at a 24-unit social housing complex in Inglewood, where significant levels of antisocial and criminal behaviour, public disorder, drug-related activity and

No	Support/ Objection	Location	Comments
			community complaints necessitated a dedicated police operation involving sustained high-visibility patrols, proactive enforcement activity and ongoing multi-agency intervention. Despite the Inglewood complex being substantially smaller and situated within an established area with greater supporting infrastructure and services, it generated considerable policing demand and ongoing community concern. The proposed Bayswater development is three times larger and located adjacent to a major transport hub. The *redacted* anticipates the development may increase demand for police attendance relating to antisocial behaviour, public disorder, property crime, drug-related offending and offences occurring within and around the train station precinct. Further concerns exist regarding increased vehicle and pedestrian movements, illegal parking, traffic breaches, hooning behaviour and road safety risks arising from an already constrained road network and a significant shortfall in parking bays. The *redacted* recommends careful consideration be given to the long-term community safety impacts of the proposal, including the application of Crime Prevention Through Environmental Design (CPTED) principles, enhanced traffic management measures, appropriate social support services and the capacity of local infrastructure to safely accommodate the increased residential density. Please feel free to contact me should you wish to discuss this response further
124.	Objection	Veitch Street, Bayswater	I write in response to the development application for a nine-storey mixed-use development at 7–11 King William Street, Bayswater. I support well-designed, appropriately scaled development within the Bayswater town centre, including the provision of social and affordable housing. However, I do not support the extent of departures proposed from the Bayswater Design Guidelines' Acceptable Outcomes. The Acceptable Outcomes are the product of careful planning and are intended to ensure development contributes positively to the character, amenity, and functionality of Bayswater Village. Allowing significant and cumulative departures from these standards risks undermining the integrity of the planning framework and the outcomes it is designed to achieve. In this proposal, the variations sought are substantial, including increased height, reduced setbacks across multiple levels, reduced visual privacy separations, and a significant shortfall in parking provision. These are not minor or isolated variations; taken together, they represent a fundamental departure from the intended built form and operational expectations for the precinct.

No	Support/ Objection	Location	Comments
			Of particular concern is the proposed provision of only 24 parking bays for 72 dwellings, commercial uses, and visitors. While the proximity to Bayswater Train Station is noted, it is not realistic to assume that households in this location will be car-free. In practice, the majority of households in suburban Perth continue to rely on at least one vehicle for daily activities, including commuting, shopping, and family responsibilities. As such, a baseline of one car bay per dwelling remains a reasonable and necessary expectation. Failing to provide adequate on-site parking will inevitably result in overspill parking into surrounding streets, placing additional pressure on an already constrained local road network and negatively impacting nearby residents and businesses. It will also detract from the functionality and accessibility of King William Street as the commercial and social heart of Bayswater Village. King William Street is a highly prominent and defining location, and this proposal represents one of the first developments of this scale on the street. It will therefore set an important precedent. If substantial departures from the Acceptable Outcomes—particularly in areas such as height, setbacks, and parking—are supported here, it will be difficult to resist similar or greater variations in future developments. This risks a gradual erosion of the carefully considered planning controls that guide growth in the area. The Acceptable Outcomes relating to height, setbacks, building separation, and parking are all critical to achieving appropriate scale, maintaining amenity, protecting privacy, and ensuring the long-term functionality of the precinct. While the Guidelines allow for departures from the Acceptable Outcomes, these must clearly demonstrate that they meet or exceed the intent of the Acceptable Outcomes. In this case, the extent of the proposed variations raises serious doubt that these objectives are being achieved. Development in this key location should set a positive benchmark, demonstrating how increased density can be delivered responsibly and in full alignment with the planning framework. This includes ensuring practical, real-world considerations—such as car ownership and parking demand—are adequately addressed. Accordingly, I request that the application, in its current form, not be supported. Any approval should be contingent upon the proposal being revised to better align with the Acceptable Outcomes of the

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			Bayswater Design Guidelines, including the provision of sufficient parking to reasonably meet resident demand. Thank you for the opportunity to provide comment.
125.	Objection	Drake Street, Bayswater	I have concerns about parking and provisions for local schools. The parking proposed appears to fall well short of the amount of dwellings and there is no street parking available. There is no mention of additional support of local schools and given the proximity to Bayswater Primary School there should be support.
126.	Objection	Milne Street, Bayswater	I support well-designed development at this site, its proximity to the new Bayswater station makes it ideal for increased density. However, the current proposal has significant planning non-compliances that should be resolved before approval. 1. Parking Is Critically Insufficient The proposal provides just 24 car bays against a requirement of 74 recommended and Bayswater Design Guidelines, a 67% shortfall. There are zero visitor bays (11 required) and zero commercial bays. This shortfall will displace parking demand onto surrounding residential streets, worsening congestion in an area already under pressure for parking. The R-Codes and the Design Guidelines both set minimum parking standards for good reason, to prevent exactly this kind of spillover. 2. The "Active Transport" Argument Is Contradictory The applicant argues reduced parking will encourage walking, cycling and public transport. Yet the proposal itself provides only 32 bicycle spaces against 72 required (56% shortfall) and includes no designated loading or pick-up/drop-off zone. You cannot credibly promote active transport while under-providing the infrastructure that supports it. If active transport is the strategy, the development should <i>exceed</i> bicycle parking requirements and include rideshare/delivery bays. 3. Cost Constraints Support Scaling Down, Not Forcing Non-Compliance The Planning Report cites cost constraints repeatedly (Sections 1.1.2, 5.4) to justify departures from height limits (9 storeys vs 8 permitted), tower footprint (65% vs 35% max), building depth (39m vs 20m), and multiple setback non-compliances. Cost pressure and funding is not a valid planning justification for exceeding built-form controls. Rather, it supports right-sizing the development to what the budget can deliver compliantly and allowing adequate time to develop an economically sustainable design, rather than rushing to meet a funding deadline. Furthermore, without market-rate revenue to cross-subsidise maintenance, the community housing provider will bear the full cost of

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			maintaining a 9-storey building with lifts, fire systems, and common areas, funded entirely by below-market rents. The funding model that makes construction tight will also make long-term upkeep unsustainable. 4. Overshadowing and Amenity Impacts on Neighbours A 30.5m building on a 1,470m² site, with 65% site coverage and multiple setback non-compliances, will cast significant shadows onto adjacent residential properties. The R-Codes include overshadowing provisions precisely to protect existing residents' amenity. The tower's reduced setbacks amplify this impact. The planning non-compliances are not abstract; they have measurable consequences for the people already living here. 5. Approving This Sets a Precedent for the Entire Precinct This is one of the first major applications under the METRONET East Redevelopment Scheme. Approving this level of non-compliance (height, setbacks, footprint, parking) establishes the benchmark for every future development application in the precinct. The Bayswater Design Guidelines are new and untested. If they can be substantially departed from on the very first significant project, the community has no reason to trust they will be enforced at all. 6. A Mixed-Tenure Model Could Make the Project Economically Sustainable A development incorporating private dwellings alongside social housing, with expanded ground-floor commercial space (currently just 105m²), could cross-subsidise affordable housing delivery, improve long-term financial viability for the community housing provider, activate King William Street with genuine retail frontage, and reduce reliance on constrained public funding. This is how successful mixed-tenure developments work across Australia and internationally. <u>Constructive Suggestions</u> Rather than refusing the site's potential, I encourage the proponent to consider: scaling to 6–7 storeys to comply with height and setback controls; adopting a mixed-tenure model (e.g. 70:30 private/social) to improve financial sustainability; meeting or exceeding parking and bicycle requirements, or at minimum providing visitor and commercial bays; incorporating genuine ground-floor commercial/retail; and undertaking an independent design review that addresses the DRP's concerns before resubmission. The site deserves a great development. This proposal, in its current form, is not it.

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127.	Objection	Wisbech Street, Bayswater	The Bayswater town centre precinct is full of history and character. It is in a prime location that is crying out for suitable development for the benefit of not just local Bayswater residents, but the wider surrounding community. Having grown up in the area, I have always envisaged and hoped that the town centre would eventually one day be bustling with cafes, restaurants and wine bars - something that the area so desperately needs. Unfortunately, I believe that this proposed significant development at 7-11 King William Street not only falls considerably short on a number of points, but in fact will stifle future development and investment. Setbacks The proposed 9 storey development is abnormally large and out of scale and character for the area. Despite the Bayswater train station being large and used by a high number of people, the surrounding Bayswater town village is relatively small in both size and scale. The proposed reduction to the boundary setbacks will result in overshadowing and overwhelm the rest of the town centre. The recently planted trees will also likely struggle with the reduction in sunlight. Height Chapter 4.2 of the Guidelines and the associated Character Statement for this sub-precinct states "Reflective of the small lots, topography and lower scale surrounding areas, developments will be lower in scale to larger sites immediately to the north of the train station but provide a distinct level of intensity and vibrancy to the surrounding residential Frame." Previous consultation with local residents and stakeholders prior to the Guidelines being finalised showed considerable opposition to an 8 storey development and in addition to the lack of setbacks, makes a mockery of the Guidelines. This proposed development does not meet the relevant Character Statement of the guidelines and therefore should not be approved. Parking The proposed 24 parking bays is a significant shortfall of what will be required for the residents of the 72 apartments, the families/friends that live with them and their visitors. It needs to be addressed where these people will park. It will lead to carparks around the town centre to be full at most times of the day (in particular the carpark behind the IGA) and overflow, resulting in illegal parking around the town centre. Residents living nearby can expect residents' visitors and other visitors to the town centre to be parking up and down their streets due to the lack of available nearby parking. It is difficult to understand how 24 bays is supposed to cater for the residents' vehicles, the commercial tenants

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			and also the visitors visiting both the commercial tenants and residents, when current parking options are already limited. Social and Affordable Housing Mix There is a clear housing supply problem in Perth and I can understand that this needs to be addressed. However, 72 apartments (of which 52 will be for social housing) in the very heart of the town centre is a significant high density of social housing in one location. Social issues arising from tenants will likely negatively impact and stifle future development in the town centre.
128.	Objection	Wisbech Street, Bayswater	I am writing to formally urge DevelopmentWA to reject the development application for LOT 40–42 (Nos. 7–11) King William Street, Bayswater, Western Australia -Nine Storey Mixed Use Development. I want to be clear that I am fully supportive of appropriate, well considered development in the Bayswater Town Centre, development that aligns with planning guidelines, respects the heritage of the precinct, and positively impacts all residents. Bayswater is a unique and character rich area with enormous potential for thoughtful revitalisation that benefits both the local community and the wider region. Having lived in the area for over sixteen years, I have long hoped to see the town centre evolve into a vibrant hub of cafés, restaurants, wine bars, and small businesses - amenities the community genuinely needs. However, the proposed development at 7–11 King William Street falls significantly short of what is suitable for this precinct and, in my view, risks undermining future investment and stifling the long term revitalisation of the Bayswater Town Centre. The concerns are substantial: • Excessive scale and height -A nine storey structure is wholly out of character with the existing village environment. The proposal exceeds the height currently permitted by the City of Bayswater and does not align with the heritage fabric of the town centre. • Disproportionate concentration of social housing - Of the 72 proposed apartments, 52 are allocated to social housing. While Perth faces a genuine housing supply challenge, placing such a high density of social housing in the heart of the town centre is inappropriate and risks creating social pressures that may deter future commercial investment. • Severe parking shortfall -The provision of only 24 parking bays is grossly inadequate for 72 apartments, their residents, visitors, and commercial tenants. This will inevitably overflow into surrounding streets, strain existing public parking (particularly the IGA carpark), and create ongoing congestion and compliance issues. It also raises practical concerns regarding deliveries, service vehicles, and day to day resident needs.

No	Support/ Objection	Location	Comments
			- Insufficient local services -The immediate catchment lacks adequate medical and allied health facilities to support a development of this scale. - Existing safety concerns - Crime and antisocial behaviour around the train station and town centre have increased since the station redevelopment. Introducing a high density, low socioeconomic population into a concentrated area risks exacerbating these issues and further discouraging business activity. For these reasons, I strongly believe this proposal is not in the best interests of the Bayswater community and does not reflect the type of development that will enhance the precinct's long term potential. I respectfully request that DevelopmentWA reject this application and encourage a more suitable, balanced, and community aligned proposal that adheres to planning guidelines and contributes positively to the future of the Bayswater Town Centre.
129.	Support	Dyson Street, Kensington	Support for the Proposal. As a regular visitor and occasional worker in the Bayswater Town Centre, I fully support this development as a significant opportunity to revitalise the Bridge District by transforming a long-neglected site into a higher-density, transit-oriented development literally next to the Bayswater Train Junction. The proposal will boost the local residential population, supporting existing businesses, improving day and evening activity, and strengthening the economic viability of the town centre. Positive urban design outcomes include the removal of a street-facing car park, the introduction of a pedestrian connection through the site, improved streetscape presentation through tree relocation and landscaping, and the adaptive reuse of salvaged heritage materials. The development is also considered an appropriate response to its location next to one of Perth's busiest train stations, making efficient use of existing public transport infrastructure while contributing to the ongoing evolution and renewal of the town centre. Additional parking provision should be discouraged given the VERY close proximity to the Train Station and Bus Port.
130.	Support	Hinkler Loop, Maylands	I fully support this development, housing in close proximity to travel hubs is essential.
131.	Objection	Bayswater	I'm writing to express my concern about the proposed development at 7-11 King William Street in Bayswater. Bayswater is an ideal suburb for higher density housing, but this specific proposal raises some serious concerns. It deviates from several planning requirements that are there to ensure any development respects the character, scale and liveability around it, particularly as it is in such a prime

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			location within Bayswater. Just outside the station, and on the high street, this is the 'entry statement' to the heart of the town. My objections are not that we shouldn't have any high density developments in Bayswater, but I feel strongly that we need to make sure change is done respectfully and in a way that will add to the community for decades to come. The proposed height of 9 storeys (up to 30.9 metres) will tower over every building in Bayswater Town Centre and will severely impact the vision of Bayswater being a welcoming tree-lined avenue leading to the river. The number of parking bays is also of concern to me. 22 bays for 76 apartments (so over 76 adult residents) feels like far too few, especially as we already have insufficient parking for local businesses on King William Street. As a young, female resident I am also very concerned about security of the tree lined pocket parks and laneway. These appear attractive in the plans and aim to bring together community and residents. However, similar walled passages at Bayswater station already feel unsafe at night and create a lot of noise and disruption for residents. I can hear noise from the train station from my house and currently would not walk alone there after 9pm. Finally, I can see no plans for future-proofing the building, its gardens and, in particular, tenancy. The current policy is for it to be rental only, with considerable support for those tenants who require it, as well as to manage the common areas of the building. This could easily change with, say, a change in government policy, and the site could easily become a poorly maintained concrete block of privately rented apartments. I strongly implore Development WA to reconsider this particular development and to look on the other side of the new Bayswater Station where there are already several higher density developments and there is far more potential for well-planned and attractive social and affordable housing, with the additional bonus of numerous parks and other green spaces.
132.	Objection	Roberts Street, Bayswater	Whoever has decided that this block is appropriate for the proposed plan needs to return their Planning degree and evaluate their career. This monstrosity will look completely out of place, tower

No	Support/ Objection	Location	Comments
			over the existing structures, and increase the already highly restricted parking space within the area. Plan and source sites accordingly, to not so abruptly disrupt the existing eco-system within the locale.
133.	Objection	Coode Street, Bayswater	I do not support the current proposal for the King William Street site. In my view the DevWA Bayswater development guidelines do an adequate job of balancing high density transit orientated development with local vernacular, built form and function. I appeal against the current proposal on the following grounds: Does not retain heritage Street scape: some heritage loss is inevitable but it would be reasonable to retain the existing facade of the old howdy coffee building as was previously proposed. Exceeds height guidelines: maximum 8 storeys is already unpalatable to most of the local community who expressed strong support for the max 5 storey cap in the Structure Plan. To exceed 8 storeys with the first major town centre development creates an unacceptable precedent for all future developments and changes the character of the suburb in a much more significant way, that does not align with the intent of the guidelines or DevWA's purpose under the GTE act which is to advance the public good. Does not sufficiently set back the raised storeys and creates 'cliff face' apartments. See above, this directly impacts the character of the area and does not align with the Street scapes and character envisaged by the DevWA development guidelines. DevWA should require the project to 'actually comply' with their own guidelines rather than acquiesce to vested interests and allow "deemed to comply" provisions for this significant first project for the heart of Bayswater.
134.	Objection	Leake Street, Bayswater	This building seems enormous for the small space on which it is going to be built. It may bring more accommodation to the area but has any consideration been given to possible problems that can be associated with such high density living?
135.	Support	Armada Street, Bayswater	I fully support this development.

No	Support/ Objection	Location	Comments
136.	Objection	Hill Street, Bayswater	I oppose the proposal as it exceeds the area's development plan. It risks creating a ghetto and the 9-storey building will block natural light in the park.
137.	Support	Wisbech Street, Bayswater	I commend the team developing this project. It will provide our community with much need housing for people who are not well catered for elsewhere. The inclusion of apartments that are modest in size accompanied by shared facilities in a design that prioritises the use of public transport is refreshing to see. This project has the potential to invigorate the town centre with the presence of tenants such as younger couples, single parents, and older people who may be adjusting to changes in their lives. I am more than happy to share the place I have called home for nearly 30 years and I encourage those reviewing this project to consider it for approval.
138.	Objection	The Strand, Bayswater	This development is too large for this space in terms of adequate parking. It will negatively impact parking for local businesses and primary schools. I would suggest a max height of 4 stories matches with the centre. Consideration of the local park and community centre impacts. More should be affordable rather than social to minimize impacts on this community space too. There are other nearby sites which could provide a space for a second dwelling instead e.g. Coles site. Does Bayswater have facilities to support this too e.g. with the Maylands medical centre just closing and Great Beginnings?
139.	Objection	Gilbert Street, Bayswater	While I am supportive of the development of social and affordable dwellings in the Bayswater town centre, I do not support the above development in its current form. My concerns are: <u>Proposed 9 story height and reduced boundary setbacks</u> The designs do not meet the relevant character statements and objectives of the Bayswater Design Guidelines (the Guidelines). I strongly disagree with the development's Design Statement that <i>the building massing is proportionate to the site and its emerging context, with height and bulk carefully modulated to balance yield with amenity</i> (I assume by yield they mean their profit). The proposed height of 9 stories and reduced boundary setbacks do not align with the Guideline concepts of "human-scale and street level integration" developments. They will result in a building substantially larger and different in character to existing buildings in the Bayswater town centre and surrounds. There will be considerable overshadowing of the street, adjacent laneway and nearby buildings, making the entire area darker and less attractive to locals and visitors. I also feel that arbitrarily allowing developments to depart from the Guidelines is disrespectful to Bayswater residents, especially when those departures will impact our community's enjoyment of living in the homes we have chosen. <u>Lack of parking</u>

No	Support/ Objection	Location	Comments
			The lack of provided parking (only 24 parking bays for 72 residences) is unrealistic. According to the latest Bureau of Statistics Census data for Greater Perth, 90.9% of households own at least one vehicle, with an average of 1.9 motor vehicles per dwelling. Lack of onsite parking will force residents of the development to use on-street parking, which will make it difficult for visitors to Bayswater to find parking. In turn this will lead to reduced traffic to local businesses. I support encouragement of bicycle transport; however, most cyclists (like myself) also own vehicles as cycling to many parts of Perth and the Perth surrounds is difficult if not impossible by bicycle. Moreover, those in need of social housing may be physically unable to ride a bicycle if they are elderly, disabled or otherwise incapable. Even if 48 of the development's residents only use bicycles and not vehicles for transportation, the proposed number of bicycle parking places (32) is insufficient, and vertical parking is unsuitable for many types of bicycles (such as electric bicycles, tricycles and cargo bicycles) and for people with limited ability to lift bicycles into position. The other proposed place for storing bicycles is on residents' balconies, which will affect the visual appearance of the development and residents' abilities to use the balconies as living spaces, and is clearly not ideal. Noting that those in need of social housing may also have need of support workers, neither car or bicycle parking is available for visitors, meaning they will also need to use street parking. <u>Impacts on the local community</u> • Non-conforming character of the development and increased overshadowing of King William Street and the rear laneway will lead to a less attractive streetscape and fewer visitors, impacting local businesses. • Decreased parking availability will lead to fewer visitors to local businesses, including Bayswater locals unable to walk to the town centre.
140.	Support	Francis Street, Bayswater	I am thrilled to see some more housing made available within Bayswater. This area has the infrastructure to support it and it will be a great addition to the relatively underutilised town centre.
141.	Objection	Bayswater	1. Can you please advise what will be put in place to ensure the safety of tenants and the community once the development is operational. 2. I am aware of anti-social behaviour in public housing in a number of suburbs across Perth I note the following policy which from news reports does not appear to have been successful, particularly in

No	Support/ Objection	Location	Comments
			Inglewood. What will be done differently? - https://www.wa.gov.au/service/building-utilities-and-essential-services/public-housing/disruptive-behaviour
142.	Objection	Murray Street, Bayswater	I write as a nearby home-owning resident and community member to formally object to the proposed nine-storey mixed-use development at 7–11 King William Street, Bayswater. This objection is submitted ahead of the closing date of 18 June 2026 and concerns a site that has been the subject of multiple development applications, each of which has attracted significant and consistent community opposition on the grounds of excessive scale. At the outset, I wish to make clear that this objection should not be interpreted as opposition to the development of the site itself. The Bayswater community has consistently and repeatedly demonstrated support for appropriate redevelopment of this location – including at increased density. The community’s objection has always been, and remains, to the extreme and disproportionate scale of proposals put forward by this developer. The proposal currently before DevelopmentWA is fundamentally inconsistent with the existing scale, character and amenity of the area and fails to appropriately balance redevelopment objectives with the interests of the established community. The proposed development is excessive in scale, inconsistent with the surrounding built form, materially deficient in parking provision, has not included an impact assessment on the neighbouring two primary schools and would result in significant amenity impacts to neighbouring residents. The application also seeks multiple departures from the Bayswater Design Guidelines, proposes height that exceeds even the Guidelines’ own envisioned maximum, and dramatically under-provides parking. Further, it risks setting an undesirable planning precedent that may irreversibly alter the character of Bayswater without adequate strategic justification or genuine community support. I write as a nearby home-owning resident and community member to formally object to the proposed nine-storey mixed-use development at 7–11 King William Street, Bayswater. This objection is submitted ahead of the closing date of 18 June 2026 and concerns a site that has been the subject of multiple development applications, each of which has attracted significant and consistent community opposition on the grounds of excessive scale.

No	Support/ Objection	Location	Comments
			At the outset, I wish to make clear that this objection should not be interpreted as opposition to the development of the site itself. The Bayswater community has consistently and repeatedly demonstrated support for appropriate redevelopment of this location – including at increased density. The community's objection has always been, and remains, to the extreme and disproportionate scale of proposals put forward by this developer. However, the proposal currently before DevelopmentWA is fundamentally inconsistent with the existing scale, character and amenity of the area and fails to appropriately balance redevelopment objectives with the interests of the established community. The proposed development is excessive in scale, inconsistent with the surrounding built form, materially deficient in parking provision, and would result in significant amenity impacts to neighbouring residents. The application also seeks multiple departures from the Bayswater Design Guidelines, proposes height that exceeds even the Guidelines' own envisioned maximum, and dramatically under-provides parking. Further, it risks setting an undesirable planning precedent that may irreversibly alter the character of Bayswater without adequate strategic justification or genuine community support. <u>Excessive Height and Scale – Incompatible with Local Context</u> The most significant concern is the proposed height of nine storeys (up to 30.9 metres). Critically, this exceeds not only the prevailing built form of the surrounding area, but also the height envisioned under the Bayswater Design Guidelines themselves, which contemplate a maximum of eight storeys (up to 25 metres) for this location. The applicant is therefore seeking a departure that goes beyond even the already generous envelope envisaged by the Guidelines – a departure that is not justified by any contextual or community-based rationale. The scale of the development is wholly inconsistent with the existing character and built form of Bayswater and surrounding areas. Within the broader locality, residential and mixed-use buildings are overwhelmingly low-rise in nature, generally ranging between one and three storeys. A nine-storey building would represent a dramatic and abrupt departure from the prevailing urban form and would dominate the streetscape in a manner entirely out of proportion with the surrounding context. A development of approximately four storeys would represent a more reasonable and contextually appropriate scale for the site, allowing increased housing supply. and activation while maintaining compatibility with local character and amenity expectations.

No	Support/ Objection	Location	Comments
			Importantly, planning outcomes should respond to place. Good planning requires development to be appropriately scaled to local conditions rather than imposing outcomes that are disconnected from the existing urban fabric. This proposal appears to prioritise development yield over contextual integration. As an illustration of that, the idea that a mere 100m2 of retail and alfresco space and a 30m2 office could qualify as a mixed use development when there are 72 residential units over 9 floors really stretches the understanding of a mixed use development. The proposed building would become an overwhelming visual presence, significantly altering the established character of King William Street and the wider Bayswater town centre in a manner that is not justified by the surrounding built environment. <u>Failure to Respect Established Character and Heritage</u> King William Street forms part of an established local character area that contributes significantly to Bayswater's identity and sense of place. The following are taken from the executive summary of the development application dealing with heritage considerations. <i>The assessment finds that the existing 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 no longer clearly demonstrate the heritage values attributed to them in earlier assessments and do not make a meaningful contribution to the identified heritage significance of the heritage area. The heritage significance of the Bayswater Town Centre is expressed collectively through the commercial character of the streetscape, particularly through more intact early to mid-20th century commercial buildings elsewhere along King William Street, which will be retained. In summary, while the proposed redevelopment will involve the removal of some historic fabric, when considered holistically it is assessed to result in minimal adverse impact on the heritage significance of the subject sites or the Bayswater Town Centre Heritage Area. On this basis, the proposed development is considered acceptable and can be supported from a heritage perspective.</i> Such an approach is preoccupied with whether the site itself has heritage considerations that would militate against approving the development rather than focussing on the obvious viz how does a modern 9 storey building standing 30m high “ result in minimal adverse impact on the heritage significance of... the Bayswater Town Centre Heritage Area” No matter how much tortured language is used in order to get this application approved, the reality is that heritage considerations are simply waved at on the way through.

No	Support/ Objection	Location	Comments
			Vehicular access to the proposed residential and commercial uses is provided via the right-of-way at the rear of the site. This arrangement appropriately directs vehicle movements away from King William Street and is not expected to result in vehicle queuing or additional traffic impacts on this street. How is it consistent for a start to have a 9 storey residential building in a town centre which has always been commercial. To put it another way how does an in your face development with a token commercial area square with what are said to be the heritage objectives of the City of Bayswater's local policy. The proposed development fails to adequately respect or respond to this character. Its scale and intensity would visually overwhelm surrounding development and undermine the human-scale streetscape currently enjoyed by residents and visitors. While urban renewal and infill development are appropriate objectives, they must occur in a manner that complements and enhances local identity rather than displacing it. The community's longstanding concern has not been with redevelopment itself, but rather with repeated attempts to pursue development outcomes that are significantly beyond what residents consider reasonable or compatible with the area. <u>Significant Parking Deficiencies and Traffic Impacts</u> The proposed shortfall in parking is deeply concerning. The application confirms that the proposal provides only 24 parking bays – for all commercial, visitor and residential uses combined – where, according to the Traffic Impact Statement(TIS) commissioned by the applicant, 74 would ordinarily be required. This represents a shortfall of 50 bays, or a reduction of approximately 68% from the standard requirement. Such a departure from standard parking expectations is impractical and unsustainable within the context of Bayswater's existing transport and residential environment. The approach captured and repeated in the TIS is that <i>the intent of the design is to encourage the use of active travel and rideshare with units design for low socio economic residents and thus less likely to own a car. Thus, the development has adopted lower car/motorcycle parking spaces rate.</i> So what does that mean – that only residents without a vehicle may apply to own one of these units? There is no objective or other basis capable of being tested to justify this assumption. Because after all that is all that it is - an assumption. And if the assumption is wrong which it is bound to be it's too late to do anything about it because the development would have been built. And if it's wrong, which again it is bound to be, then Development WA can just wash its hands and say to the City of

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			Bayswater -your problem to fix. It is unrealistic to assume that future residents, visitors and commercial users will simply not require vehicles. The practical consequence of this shortfall will be overspill parking into nearby residential streets, increasing congestion and intensifying conflict between existing residents and new users of the development. Nearby residents already experience parking constraints and traffic pressures. This proposal would materially worsen these impacts while shifting the burden of inadequate on-site parking onto the surrounding community. The proposal also raises concerns regarding vehicle movements, congestion and safety impacts on local streets that are not designed to absorb this intensity of development. A cynic might say this is just another indication of the developer achieving the maximum yield from the site as the one and only end of this development application. <u>Privacy, Overlooking and Residential Amenity</u> The proposal raises substantial concerns regarding overlooking, privacy and residential amenity impacts. These concerns are compounded by the application's own disclosed departures from the Bayswater Design Guidelines: the tower element (Levels 8–9) is set back only 3 metres in lieu of the required 9 metres, and visual privacy setbacks of just 3 metres are proposed in lieu of 9 metres for Levels 4–8. These are not minor variations – they represent a two-thirds reduction in the setbacks specifically designed to protect neighbouring residents' privacy and amenity. At nine storeys, the development would create extensive opportunities for direct and indirect overlooking into nearby residential properties and private open spaces. The scale and massing of the building would materially diminish residential amenity through visual intrusion, perceived loss of privacy and an overwhelming built presence. These impacts are not incidental; they are a direct consequence of a development that substantially exceeds the scale generally anticipated within the surrounding locality. <u>Proximity to Primary Schools – Child Safety and Amenity Concerns</u> The planning documents appear to give insufficient consideration to the proximity of the proposed development to two primary schools that serve a large number of Bayswater families. Bayswater Primary School is located approximately 200 metres from the site, and St Columba's Primary School approximately 300 metres away. Both schools are heavily used by families with young children who walk, cycle and are dropped off in the immediate area during morning and afternoon peak periods. A development of this scale generating significant additional vehicle movements – particularly given the gross shortfall in on-site parking – will materially increase traffic and pedestrian conflict in a

No	Support/ Objection	Location	Comments
			precinct already subject to school zone congestion. The overspill of vehicles into nearby streets will disproportionately affect the routes most OFFICIAL used by school children. No traffic impact assessment appears to have specifically considered the school drop-off and pick-up context, which represents a significant omission that DevelopmentWA should require to be addressed before any approval is contemplated. Furthermore, the scale and massing of a nine-storey building in this location will cast significant shadows across pedestrian routes and public spaces used by school children during school hours, further diminishing the amenity of an area that is integral to the daily lives of hundreds of local families. The proximity to two primary schools is a material consideration that the planning documents have not adequately addressed, and which weighs significantly against approving a development of this scale at this location. <u>The True Operational Nature of the Facility Has Not Been Disclosed or Assessed</u> A significant and material omission from the planning documents is any substantive disclosure of the operational model that the proposed Community Housing Provider (CHP) intends to apply to this facility. The application describes the development simply as providing social and affordable housing. However, the CHP identified for this project is understood to operate in a manner comparable to St Bartholomew's House (St Bart's), one of Perth's leading providers of accommodation and outreach services for people experiencing homelessness, mental health challenges and associated complex needs – including, in some facilities, onsite 24/7 support services. This is a materially different land use to a conventional residential apartment building, and it raises distinct planning and amenity considerations that have not been assessed. If the proposed facility will operate with onsite support services, crisis accommodation, or 24-hour staffing for residents with complex needs – as is the model for comparable CHP-operated facilities in Perth – then the community and DevelopmentWA are entitled to a full and transparent assessment of what that means for: management of the public realm immediately surrounding the building; traffic, access and service vehicle movements at all hours; the safety and amenity of the surrounding residential neighbourhood; and the proximity to Bayswater Primary School and St Columba's Primary School, both within 300 metres of the site. The community is not opposed to the principle of supported accommodation for vulnerable people. However, a proposal of this nature – in a residential neighbourhood, adjacent to a primary school

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			corridor, with no dedicated drop-in, outreach or service areas disclosed – requires rigorous, transparent and complete assessment. The planning documents as submitted do not provide this, and this is itself a basis for refusal or, at minimum, a requirement for substantial further information before the application can be properly considered. It is also noted that the CHP proposed to own and operate this facility is a registered charity. This raises a legitimate question about whether the overall project structure – involving a commercial developer, a charity CHP, and what appears to be State Government support – has been structured in a way that maximises the developer's return and the Government's political positioning on housing supply, while insulating the proposal from the normal scrutiny that would apply to a development of this intensity and operational nature. The community is entitled to full transparency about the funding, ownership, operational and governance arrangements proposed, and this information should be required as part of any complete application. <u>Poor Planning Outcome and Unsustainable Urban Form</u> This proposal risks creating an urban outcome that is both impractical and unsustainable. Good density outcomes are not achieved simply by maximising height and dwelling yield. Successful urban intensification requires careful integration with local infrastructure, traffic capacity, parking demand, public realm quality and community expectations. This proposal appears disconnected from the existing scale and function of Bayswater and risks creating a building that is overdeveloped relative to the site and surrounding context. <u>"Social Housing" Classification Does Not Justify Departure from Planning Standards</u> This application frames the development as social and affordable housing to be owned and operated by a Community Housing Provider. While the community unreservedly supports the provision of social and affordable housing, the classification of a development as social housing does not and should not exempt it from the fundamental planning standards that apply to any development – including appropriate height, setbacks and parking provision. The objections raised in this submission apply with equal force regardless of the tenure of the proposed dwellings. A nine-storey building with grossly insufficient parking and inadequate setbacks causes the same amenity harm to neighbours whether it is classified as social housing or private market development. My objection is to the scale of the proposal, not to the people it would house.

No	Support/ Objection	Location	Comments
			I am concerned that the social housing framing is being used instrumentally – to secure planning approval for a development yield that would not otherwise be justified – while the genuine housing need of Bayswater residents could be adequately served by a more appropriately scaled development on this site. Providing social housing at a contextually appropriate scale (such as three to four stories) would still deliver a meaningful number of dwellings without the unacceptable impacts this proposal creates. <u>Planning Precedent and Long-Term Community Impact</u> Approval of this proposal would establish a significant planning precedent for future developments in Bayswater. Once approved, it will become increasingly difficult to resist similar proposals seeking comparable heights and intensities. This risks a piecemeal transformation of Bayswater without a coherent strategic framework or meaningful regard to the expectations of existing residents. The consequences of such decisions are long-term and enduring. Developers may move on after project completion, however local residents will continue to live with the impacts on traffic, amenity, streetscape and neighbourhood character for decades. This proposal should therefore be considered not only on its individual merits, but also in terms of the broader cumulative implications for the future identity and liveability of Bayswater. <u>Strong Community Opposition</u> Successive proposals for over-scaled development on this site have generated significant opposition because they fail to strike an appropriate balance between renewal and neighbourhood amenity. On each occasion, the community has clearly and consistently communicated that it supports development of the site – but at a scale and in a form that respects its context. That message has been ignored. Instead of responding to community feedback by revising the proposal to an appropriate scale, the approach has been to escalate lobbying efforts, to reframe the property's purpose and to frame legitimate community objection as irrational opposition. This community deserves better than to have its planning concerns dismissed or misrepresented in pursuit of a commercially driven outcome. There is a strong and longstanding view within the community that redevelopment should proceed in a manner that enhances Bayswater rather than overwhelms it. DevelopmentWA should give full weight to the consistent, sustained and genuine community support for development at an appropriate scale – and equally, to the consistent, sustained and genuine community objection to the scale proposed in this and previous applications for this site. <u>Conclusion</u>

No	Support/ Objection	Location	Comments
			For the reasons outlined above, I strongly object to the proposed nine-storey mixed-use development at 7–11 King William Street, Bayswater. This objection is part of a pattern of consistent, longstanding, and good-faith community engagement with successive applications on this site – all of which have been opposed on the same fundamental grounds of excessive scale. The proposal is excessive in height and scale – exceeding even the Bayswater Design Guidelines' own envisioned maximum – incompatible with local character, materially deficient in parking provision, and likely to result in unacceptable impacts on privacy, traffic, overshadowing and residential amenity. Multiple departures from the Design Guidelines are proposed, with setbacks reduced by two-thirds of the required minimum. The social housing classification of the development does not alter these planning objections, nor should it be used to justify departures from the standards that protect the existing community. The proximity of two primary schools – Bayswater Primary at 200 metres and St Columba's Primary at 300 metres – has not been adequately assessed. The operational nature and management model of the proposed facility have not been disclosed or assessed. The proposal also risks establishing a dangerous precedent for future high-rise development in Bayswater without a coherent strategic framework to guide such change. I respectfully but firmly request that DevelopmentWA reject the proposal in its current form. The community does not object to the development of this site – it objects to this scale of development. A revised application at four to five storeys, with appropriate setbacks and parking provision, would attract broad community support and would deliver genuine housing outcomes without the unacceptable impacts this proposal creates. DevelopmentWA has the opportunity to send a clear signal that good planning requires developers to respond to community and contextual expectations, not to circumvent them.
143.	Objection	Slade Street, Bayswater	I write to formally object to the proposed nine-storey mixed-use development at 7–11 King William Street, Bayswater. I acknowledge the importance of providing more social and affordable housing in well-located areas. My objection is not to the principle of housing provision. My objection is that this particular proposal is an over-scaled, under-parked and inadequately resolved development that does not appropriately respond to the planning framework, the historic character of Bayswater, the amenity of adjoining residents, or the capacity of the surrounding streets and right-of-way network. For the reasons set out below, I respectfully request that DevelopmentWA refuse the application in its current form or require a substantial redesign before any approval is contemplated. 1. Excessive height, bulk and scale

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			The proposed building is plainly inconsistent with the height and built-form outcomes expected for this location. DevelopmentWA's consultation material states that the proposal is for a nine-storey building up to 30.9 metres, whereas the applicable built-form expectation is eight storeys up to 25 metres. (developmentwa.com.au) The applicant's own planning assessment also records that the King William Street portion of the building does not comply with the relevant height outcome, and that where both a height and storey limit are specified, the lesser requirement is to be met. This is not a minor variation. It is a substantial exceedance in both storeys and built form, in a sensitive town-centre location. I am also concerned that the proposal's tower footprint is excessive. The planning report identifies a tower footprint of approximately 63% of the site, where the relevant tower-footprint criterion is 35%. This excessive footprint contributes to the building's bulk, its visual dominance, its amenity impacts and its failure to sit comfortably within the existing Bayswater streetscape. 2. Non-compliant setbacks and unacceptable overlooking The proposal does not meet important setback and privacy outcomes. DevelopmentWA's consultation page identifies that the tower element on Levels 8 and 9 is proposed with a 3 metre setback in lieu of 9 metres, and that visual privacy setbacks are also proposed at 3 metres in lieu of 9 metres to several upper levels. (developmentwa.com.au). The applicant's assessment similarly records multiple setback departures, including reduced tower and side setbacks, and states that balconies, bedrooms and living areas do not comply with several visual privacy setback requirements. These departures will have real impacts on nearby residents. A building of this height, with reduced setbacks and elevated balconies and windows, will overlook neighbouring homes, gardens and private outdoor living areas. This will materially reduce privacy for established residents who should not be expected to absorb the consequences of an over-height and under-setback development. The proposal should be redesigned to provide compliant setbacks, reduce the upper-level bulk, and prevent direct overlooking into adjoining windows, backyards and private open spaces. 3. Failure to respect Bayswater's historic character King William Street is part of the historic heart of Bayswater. The planning material describes the King William Street sub-precinct as part of the historic town centre, with a village feel, fine-grain shopfront rhythm and a human-scale character to be maintained. The proposal is inconsistent with that character. It would replace a fine-grain historic streetscape with a large nine-storey building that exceeds the intended height, exceeds the intended tower footprint,

No	Support/ Objection	Location	Comments
			and relies on reduced setbacks. This concern is heightened because 9 and 11 King William Street are identified in the heritage material as Category 3 places of some/moderate significance, with 11 King William Street also identified as a contributory place. Demolition of heritage fabric to enable an over-scaled and non-compliant building is not an acceptable planning outcome for Bayswater's historic centre. At minimum, DevelopmentWA should require a much stronger heritage response, including serious consideration of retention, adaptive reuse, or a redesign that better reflects the scale, rhythm and historic character of King William Street. 4. Inadequate parking provision and likely spillover impacts The parking provision is plainly inadequate for a 72-apartment development, particularly where half of the apartments are proposed as two-bedroom dwellings. DevelopmentWA's consultation material states that 24 car parking bays are proposed, in lieu of 76. (developmentwa.com.au) The traffic statement provides a similar picture, identifying a requirement for 74 resident and visitor residential bays, with only 22 residential bays provided and no residential visitor bays. (developmentwa.com.au) This shortfall will inevitably push parking demand into surrounding streets and public parking areas. The traffic statement itself suggests that some resident cars may need to park in adjacent public parking overnight, and that retail and office visitors are likely to park on King William Street or Hamilton Street. (developmentwa.com.au) This is unacceptable in an already congested area. It will place pressure on surrounding residents, businesses, visitors and local streets. A development of this size should not be approved on the basis that its parking demand can be exported to the surrounding community. 5. Unsuitable access via constrained rear streets and right-of-way Vehicle access is proposed from the rear right-of-way. The traffic statement records that the right-of-way connects to Hamilton Street and King William Street, and that resident parking access will be via this rear access arrangement. (developmentwa.com.au). This will place a disproportionate burden on narrow back streets and the right-of-way network. The traffic statement indicates that daily traffic on the right-of-way off Hamilton Street could increase by approximately 44.9%, even though no right-of-way improvement works are proposed. (developmentwa.com.au). In my view, this is not an appropriate access arrangement for a nine-storey, 72-apartment development with commercial tenancies. It will create avoidable conflict between residents, service vehicles, pedestrians, cyclists, adjoining properties and existing local traffic.

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			6. Waste management and servicing are not adequately resolved The waste management arrangements are also a major concern. The Waste Management Plan states that residential waste collection is proposed to be undertaken by a private contractor but also states that the proposed collection approach is still to be confirmed with the City and may be updated. Commercial bins are proposed to be collected from King William Street. This is an inappropriate outcome for a constrained town-centre site near a main-road intersection. Waste collection in this location risks creating traffic disruption, safety issues, odour, noise and visual clutter. There also appears to be inconsistency between documents about waste collection and servicing. The traffic statement refers to rubbish collection along the right-of-way, while the Waste Management Plan refers to residential collection from the parking area and commercial collection from King William Street. (developmentwa.com.au) These matters should be resolved before any development approval is granted, not deferred until later. 7. Light pollution and loss of residential amenity The scale and layout of the proposal will also create light-spill impacts for nearby residents. A nine-storey apartment building with balconies, communal areas, accessways, commercial tenancies and rear servicing will introduce a level of night-time activity and artificial lighting that is not comparable with the existing built form. The Waste Management Plan itself refers to artificial lighting in laneways, loading bays and access walkways. Unless strictly controlled, this lighting will spill into nearby windows and gardens, compounding the privacy and amenity impacts caused by the building's excessive height and reduced setbacks. A detailed lighting impact assessment should be required, including shielding, lux limits at boundaries, restrictions on upward light spill, and controls on lighting hours for non-essential areas. 8. Housing mix and management concerns I understand that the proposal is being presented as a social and affordable housing development, with a reported split of approximately 75% social housing and 25% affordable housing. I support the provision of well-designed social and affordable housing. However, concentrating this scale of housing on a constrained site, in a building that exceeds height limits, lacks adequate parking, creates overlooking, and has unresolved waste and access issues, is poor planning. If this tenure mix is correct, DevelopmentWA should require a clear long-term management plan addressing resident support, visitor management, parking demand, waste management, anti-social behaviour complaints, maintenance, and integration with the surrounding community. These issues should not be left to

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			adjoining residents to manage after approval. 9. Design Review Panel concerns I also note that the Design Review Panel was not fully supportive of the proposal in its current form. The planning report records that the Panel considered the proposal had not yet appropriately demonstrated how it would manage building bulk, limited natural light and reduced internal amenity. The proposal should not be approved while these fundamental built-form and amenity concerns remain unresolved. <u>Requested outcome</u> For the reasons above, I respectfully request that DevelopmentWA refuse the application in its current form. Should the applicant wish to pursue redevelopment of the site, I request that DevelopmentWA require a substantially revised proposal that: • complies with the applicable 8-storey / 25 metre height expectation; • provides compliant boundary, tower and visual privacy setbacks; • significantly reduces tower bulk and tower footprint; • better protects the heritage and fine-grain character of King William Street; • provides adequate resident and visitor parking on site; • resolves access without overburdening the rear right-of-way and surrounding residential streets; • provides a safe, practical and fully resolved waste collection arrangement; • includes a detailed lighting impact assessment and enforceable light-spill controls; • prevents overlooking into adjoining homes, windows, gardens and private open spaces; and • includes a clear long-term housing and site management plan. The current proposal asks the Bayswater community to accept excessive height, excessive bulk, reduced setbacks, inadequate parking, unresolved servicing, heritage loss and reduced residential amenity. In my view, this is not an acceptable planning outcome
144.	Objection	Slade Street, Bayswater	I write to formally object to the proposed nine-storey mixed-use development at 7–11 King William Street, Bayswater. I acknowledge the importance of providing more social and affordable housing in well-located areas. My objection is not to the principle of housing provision. My objection is that this particular proposal is an over-scaled, under-parked and inadequately resolved development that does not appropriately respond to the planning framework, the historic character of Bayswater, the amenity

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			of adjoining residents, or the capacity of the surrounding streets and right-of-way network. For the reasons set out below, I respectfully request that DevelopmentWA refuse the application in its current form or require a substantial redesign before any approval is contemplated. 1. Excessive height, bulk and scale The proposed building is plainly inconsistent with the height and built-form outcomes expected for this location. DevelopmentWA's consultation material states that the proposal is for a nine-storey building up to 30.9 metres, whereas the applicable built-form expectation is eight storeys up to 25 metres. (developmentwa.com.au) The applicant's own planning assessment also records that the King William Street portion of the building does not comply with the relevant height outcome, and that where both a height and storey limit are specified, the lesser requirement is to be met. This is not a minor variation. It is a substantial exceedance in both storeys and built form, in a sensitive town-centre location. I am also concerned that the proposal's tower footprint is excessive. The planning report identifies a tower footprint of approximately 63% of the site, where the relevant tower-footprint criterion is 35%. This excessive footprint contributes to the building's bulk, its visual dominance, its amenity impacts and its failure to sit comfortably within the existing Bayswater streetscape. 2. Non-compliant setbacks and unacceptable overlooking The proposal does not meet important setback and privacy outcomes. DevelopmentWA's consultation page identifies that the tower element on Levels 8 and 9 is proposed with a 3 metre setback in lieu of 9 metres, and that visual privacy setbacks are also proposed at 3 metres in lieu of 9 metres to several upper levels. (developmentwa.com.au). The applicant's assessment similarly records multiple setback departures, including reduced tower and side setbacks, and states that balconies, bedrooms and living areas do not comply with several visual privacy setback requirements. These departures will have real impacts on nearby residents. A building of this height, with reduced setbacks and elevated balconies and windows, will overlook neighbouring homes, gardens and private outdoor living areas. This will materially reduce privacy for established residents who should not be expected to absorb the consequences of an over-height and under-setback development. The proposal should be redesigned to provide compliant setbacks, reduce the upper-level bulk, and prevent direct overlooking into adjoining windows, backyards and private open spaces. 3. Failure to respect Bayswater's historic character

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			King William Street is part of the historic heart of Bayswater. The planning material describes the King William Street sub-precinct as part of the historic town centre, with a village feel, fine-grain shopfront rhythm and a human-scale character to be maintained. The proposal is inconsistent with that character. It would replace a fine-grain historic streetscape with a large nine-storey building that exceeds the intended height, exceeds the intended tower footprint, and relies on reduced setbacks. This concern is heightened because 9 and 11 King William Street are identified in the heritage material as Category 3 places of some/moderate significance, with 11 King William Street also identified as a contributory place. Demolition of heritage fabric to enable an over-scaled and non-compliant building is not an acceptable planning outcome for Bayswater's historic centre. At minimum, DevelopmentWA should require a much stronger heritage response, including serious consideration of retention, adaptive reuse, or a redesign that better reflects the scale, rhythm and historic character of King William Street. 4. Inadequate parking provision and likely spillover impacts The parking provision is plainly inadequate for a 72-apartment development, particularly where half of the apartments are proposed as two-bedroom dwellings. DevelopmentWA's consultation material states that 24 car parking bays are proposed, in lieu of 76. (developmentwa.com.au) The traffic statement provides a similar picture, identifying a requirement for 74 resident and visitor residential bays, with only 22 residential bays provided and no residential visitor bays. (developmentwa.com.au) This shortfall will inevitably push parking demand into surrounding streets and public parking areas. The traffic statement itself suggests that some resident cars may need to park in adjacent public parking overnight, and that retail and office visitors are likely to park on King William Street or Hamilton Street. (developmentwa.com.au) This is unacceptable in an already congested area. It will place pressure on surrounding residents, businesses, visitors and local streets. A development of this size should not be approved on the basis that its parking demand can be exported to the surrounding community. 5. Unsuitable access via constrained rear streets and right-of-way Vehicle access is proposed from the rear right-of-way. The traffic statement records that the right-of-way connects to Hamilton Street and King William Street, and that resident parking access will be via this rear access arrangement. (developmentwa.com.au). This will place a disproportionate burden on narrow back streets and the right-of-way network. The traffic statement indicates that daily traffic on the right-of-way off Hamilton Street could increase by approximately 44.9%, even though no right-of-way improvement works are proposed. (developmentwa.com.au). In my view, this is not an

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			appropriate access arrangement for a nine-storey, 72-apartment development with commercial tenancies. It will create avoidable conflict between residents, service vehicles, pedestrians, cyclists, adjoining properties and existing local traffic. 6. Waste management and servicing are not adequately resolved The waste management arrangements are also a major concern. The Waste Management Plan states that residential waste collection is proposed to be undertaken by a private contractor but also states that the proposed collection approach is still to be confirmed with the City and may be updated. Commercial bins are proposed to be collected from King William Street. This is an inappropriate outcome for a constrained town-centre site near a main-road intersection. Waste collection in this location risks creating traffic disruption, safety issues, odour, noise and visual clutter. There also appears to be inconsistency between documents about waste collection and servicing. The traffic statement refers to rubbish collection along the right-of-way, while the Waste Management Plan refers to residential collection from the parking area and commercial collection from King William Street. These matters should be resolved before any development approval is granted, not deferred until later. 7. Light pollution and loss of residential amenity The scale and layout of the proposal will also create light-spill impacts for nearby residents. A nine-storey apartment building with balconies, communal areas, accessways, commercial tenancies and rear servicing will introduce a level of night-time activity and artificial lighting that is not comparable with the existing built form. The Waste Management Plan itself refers to artificial lighting in laneways, loading bays and access walkways. Unless strictly controlled, this lighting will spill into nearby windows and gardens, compounding the privacy and amenity impacts caused by the building's excessive height and reduced setbacks. A detailed lighting impact assessment should be required, including shielding, lux limits at boundaries, restrictions on upward light spill, and controls on lighting hours for non-essential areas. 8. Housing mix and management concerns I understand that the proposal is being presented as a social and affordable housing development, with a reported split of approximately 75% social housing and 25% affordable housing. I support the provision of well-designed social and affordable housing. However, concentrating this scale of housing on a constrained site, in a building that exceeds height limits, lacks adequate parking, creates overlooking, and has unresolved waste and access issues, is poor planning. If this tenure mix is

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			correct, DevelopmentWA should require a clear long-term management plan addressing resident support, visitor management, parking demand, waste management, anti-social behaviour complaints, maintenance, and integration with the surrounding community. These issues should not be left to adjoining residents to manage after approval. 9. Design Review Panel concerns I also note that the Design Review Panel was not fully supportive of the proposal in its current form. The planning report records that the Panel considered the proposal had not yet appropriately demonstrated how it would manage building bulk, limited natural light and reduced internal amenity. The proposal should not be approved while these fundamental built-form and amenity concerns remain unresolved. <u>Requested outcome</u> For the reasons above, I respectfully request that DevelopmentWA refuse the application in its current form. Should the applicant wish to pursue redevelopment of the site, I request that DevelopmentWA require a substantially revised proposal that: • complies with the applicable 8-storey / 25 metre height expectation; • provides compliant boundary, tower and visual privacy setbacks; • significantly reduces tower bulk and tower footprint; • better protects the heritage and fine-grain character of King William Street; • provides adequate resident and visitor parking on site; • resolves access without overburdening the rear right-of-way and surrounding residential streets; • provides a safe, practical and fully resolved waste collection arrangement; • includes a detailed lighting impact assessment and enforceable light-spill controls; • prevents overlooking into adjoining homes, windows, gardens and private open spaces; and • includes a clear long-term housing and site management plan. The current proposal asks the Bayswater community to accept excessive height, excessive bulk, reduced setbacks, inadequate parking, unresolved servicing, heritage loss and reduced residential amenity. In my view, this is not an acceptable planning outcome
145.	Objection	Milne Street, Bayswater	Thank you for the opportunity to comment. There is no doubt that development on the proposed site needs to occur in some form. Ideally this development would achieve outcomes that are respectful of the immediate Bayswater area and also be beneficial to both the Bayswater community and the wider

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			WA community. Unfortunately it is considered that this proposal would not achieve these outcomes due to the height of the building in the proposed location, and the corresponding effect on the parking situation in the area. This is not the location for a nine story building. The street is busy, particularly during peak hours. There are two primary schools and a child centre within walking minutes of the proposed location on King William St. I feel that at a stretch the street could accommodate a three story development. That would perhaps enable 25 apartments for your target tenants. The best alternative plan would be to source a location elsewhere. Suggestions are the corner of Guildford Rd and King William St, where a large vacant site exists, or the vacant Coles site on Guildford Rd. The latter site would provide your tenants access to a range of shops including Coles, and to the train stations, all within walking distance. Residents at Lot 40-42 KWS would not have the same convenient shopping close by. Parking in Bayswater is always an issue, particularly for those who live further from the train station and who would like to travel by train. Given the small number of bays allocated to tenants in this proposal, I am assuming you will be allocating accommodation to people who don't want to, or are unable to, drive. I am also assuming you don't expect your tenants to have visitors who drive. I don't understand the logic behind the parking in your proposal, and unfortunately time prevents me from going through it in detail. Please consider either a smaller development of three stories or less, or source another location.
146.	Support	Tenth Avenue, Maylands	This will bring a dormant site into a lively habit for all, Creating future growth for the town centre and the area itself. Finally some activation for the suburb that's been crying out for this to happen in the last two years, for a suburb that's only 6km from the Perth city, it's time to awaken this sleepy hallow!
147.	Objection	Hamilton Street, Bayswater	Thank you for the opportunity to comment on the proposed development. New development is much needed in our area, but it is critical this is of a high standard and contributes to quality built environment and local character. We are residents at 4 Hamilton Street which is a multiple dwelling comprising four apartments. Our residence is situated behind the proposed development and obtains access to garages and storerooms from the same laneway (ROW). We would like to make the following comments and to request that substantial improvements and changes be made before the development can be approved. <u>Access – Widening of the laneway</u>

No	Support/ Objection	Location	Comments
			The development plans do not show widening of the laneway ROW and setbacks are wrongly taken from the current boundary. Widening is a requirement and should be provided to ensure the laneway is useable and trafficable. • Currently, the laneway is 4 metres wide. Widening by transferring 1m of developable land at the development stage forms a statutory requirement. As you can see on the plans, the widening has already occurred for our property which is the only recent development on the laneway. • This is particularly important considering the laneway is only accessible from Hamilton Street (access to Whatley Crescent is closed off and access to King William is restricted due to the laneway being a right-angle). • The widening should not only be conditioned but also reflected on the development plans as forming the new property boundary. Development setbacks should then be calculated from the ROW widening line, not from the current property boundary. <u>Building scale</u> We consider that the proposed variations to the Acceptable Outcomes for this site are excessive and cannot be justified based on the proposed design outcomes as these are resulting in a low-quality development outcome in terms of amenity for future residents of the subject development as well as the future amenity of the locality. Specifically: • Building height is exceeded by 5 metres, which represents a variation of 24%. This is excessive and does not seem to serve a design purpose other than to maximise the apartment yield. This is a massive departure which will establish a poor precedent for the future development of our area, with bigger and taller towers visible across the locality. This will contribute to very low amenity not consistent with the vision for the Bayswater Town Centre. King William Street will also be overshadowed significantly. • The reduction of setbacks from 9 to 3 metres (actually 2m setback considering that the ROW widening has not been provided in the subject development's plans) will be catastrophic to our residential amenity and privacy, as our bedrooms and living spaces are oriented and open towards the laneway. Further, and considering the narrow laneway width, this would have an adverse impact on future apartment buildings on the opposite side of the laneway (especially on 2 Hamilton Street opposite the proposed development – currently a temporary carpark) as well as adjoining sites, taking away future development potential from surrounding properties. • We consider that the effort to fit in as many apartments as possible by varying the above standards also results in low amenity for future residents with at least one room per dwelling not

No	Support/ Objection	Location	Comments
			having access to natural light. The fact that these dwellings are for social and affordable housing does not make this alright and does not justify compromising the standards as proposed. - We would like to request that the acceptable outcomes are implemented and upheld in this case, especially with respect to setbacks, considering that no aesthetic/good design outcome is obtained in return. <u>Poor design</u> - The artists impressions show an aesthetic interest on the King William Street, however heritage elements have not evidently been retained on the facade. - Of great concern to us is the appearance and the bulk of the tower which does not accord with the design guidelines, including the future character for the area. - The tower floorplate has been exceeded significantly, with no articulation provided or aesthetic interest on the facades, resulting in a monolithic look and feel, making the tower appear disproportionate and detached from the base of the building. - We note that the design review panel did not support the proposal due to building bulk, limited access to natural light and reduced internal amenity. We are not aware as to the extent of improvements that have been made in this regard, as these matters appear to remain outstanding and unresolved. - We would like to request that the application be submitted again for design review, and that improvements be made to the tower. Retaining the current designs would set an undesirable precedent for the design quality of future buildings. <u>Waste Management</u> - It is positive that waste is collected privately and internally in the development. We would like to request that waste collection occurs weekdays and during business hours, and that this be clearly stated in the waste management plan. - What is not explained is how bins (especially the big ones) are going to be transported from the bin storage area to be collected by the waste truck given that there is no space outside the storage area when the waste truck is parked and the application states that the storage is unattended. - We note again the importance for the widening of the ROW so as not to compromise waste collection for adjoining properties in the future. <u>Other matters</u>

No	Support/ Objection	Location	Comments
			- The proposal says it is mixed use, notwithstanding it only provides a small tenancy for a café, which presents a lost opportunity considering that more commercial space for businesses would add to the offering of services to the community and to street activation. - Landscaping – the tower lacks any greening or landscaping to soften the built form externally. We believe that plants in internal planters will not survive due to a lack of natural light, exacerbating the lack of greenery. - The proposal does not define how many dwellings are to be assigned for social and how many for affordable housing. It would be desirable that an appropriately large proportion is allocated for affordable housing for better social integration and cohesion within the development itself as well as with the wider neighbourhood. <u>Conclusion</u> - The proposal represents a significant departure from approved policies that if allowed to proceed with no improvements or changes will result in: - Reduced amenity for residents of the proposed development as well as neighbouring residents - A poor precedent for every single future development in the Bayswater town centre in that every subsequent development will be able to ignore relevant planning codes and policies and in essence, do whatever they want. A poor outcome at the start of this crucial precinct's development will adversely influence community support for future initiatives in Bayswater, set a poor example for other metropolitan areas with similar development aspirations and leave a substantially comprised built form legacy for future generations.
148.	Objection	King William Street, Bayswater	I ask development WA to reject the development in its current form. While I support higher density around train stations and I think it's important to include much needed social and affordable housing this development in its current form is completely inappropriate for this location. Over recent years I participated with many local residents over months of community consultation with Development WA to formalise the Bayswater Town Centre Design guidelines. There was much consideration that any new development should be of human scale and fit in with the existing streetscape and existing built form, including respect to local heritage and also recognising

No	Support/ Objection	Location	Comments
			the valley shape topography of the town centre which would mean the one size fits all approach could not apply. The guidelines needed to include a more nuanced approach for this tricky location. This is why the guidelines have lower heights and clear setbacks on the King William St side of the station and higher developments were more suited to Beechboro Rd, on the other side of the station. For this developer to depart from these guidelines will set an inappropriate benchmark. As the first large scale development and entrance to the newly planted tree lined King William St town centre it should be an opportunity for a building that is positive statement to the heritage of the suburb and the location and also “fit” the location. The proposed development doesn’t compliment or fit with the form and scale of adjoining buildings or the streetscape. The proposed 9 storey instead of the maximum 8 storey makes a mockery of the long community consultation process and the final Guidelines that were determined. A height limit of 8 storeys was still regarded by many locals as imposing for this location and that’s why setbacks were clearly included in the guidelines - appropriate setbacks that were included to alleviate the imposing nature of any development in this tight location. To not only propose a new height of 9 storeys - 5m above the maximum in the guidelines but then to also remove the setbacks - the tower element (Levels 8–9) setback 3 metres in lieu of 9 metres; and visual privacy setbacks of 3 metres in lieu of 9 metres to Levels 4–8 is completely inappropriate. The visual privacy setbacks were included in the guidelines to do just that - create privacy not just for the tenants but also for local residents. And setbacks for privacy could also include greenery – a great way to soften the large built form being shoehorned into this relatively small land area. A large building with setbacks as per the Guidelines would be a less imposing building that would sit more sympathetically next to the much older one and two storey neighbouring buildings. The 2 towers being proposed have internal greenery for the tenants to enjoy yet for the external community the built form is a large and overwhelming 2 towers. If the developer followed the guidelines the appropriate setbacks could include greenery for the building community and the local community. The developer also argues for considerably fewer parking bays than set out in the Guidelines - Twenty four (24) parking bays for commercial, visitor and residential parking, in lieu of 76 parking bays; Since the new station was built with very few parking bays, local residents and local businesses are

No	Support/ Objection	Location	Comments
			already experiencing a huge lack of parking bays in the area. While its commendable to think that the new tenants won't drive – it's not a given. The developer has in fact proposed that tenants can use the City of Bayswater carpark at the rear of the site – a carpark that Bayswater ratepayers paid for - this is a completely inappropriate suggestion by the developer. This information about parking was shared by the developer during the 1 hr public webinar. I also think the developer has done little to inform the local community. I live within 100m of this development proposal and I knew nothing about the webinar held on Tuesday 9 June until I was notified about it as a member of the Bayswater Historical Society who in turn were only notified in a 6am email on the Sunday prior. What is the point of having guidelines if they can just be ignored by a developer. If this developer wants to alter the guidelines to suit their needs they should find a more appropriate site to suit their plans. Thankyou
149.	Objection	The Strand, Bayswater	I strongly oppose the proposed 72-unit social housing development in Bayswater Village. This scale of development is not appropriate for the location and is out of character with the existing village atmosphere that residents value. While social housing has an important role in our community, it needs to be thoughtfully located and integrated into areas with the infrastructure, services, transport and community facilities to support it. Experience from other high-density social housing developments has shown that concentrating a large number of units in one location can create social and community challenges if not carefully planned and managed. Bayswater Village is not the right site for a development of this size. I urge decision-makers to reconsider the scale and location of this proposal and seek solutions that better balance housing needs with the character and amenity of our local community.
150.	Objection	Hamilton Street, Bayswater	I am writing to formally lodge my submission regarding the proposed 9-storey mixed-use development at 7-11 King William Street. While I support affordable housing initiatives and recognise that everyone deserves access to a place to live, development must be executed with proper consideration for surrounding infrastructure, amenities, and the existing community. I have serious concerns regarding the current proposal on the following grounds:

No	Support/ Objection	Location	Comments
			1. Severe Shortfall in Vehicle Parking: The provision of just 23 standard parking bays and 1 ACROD bay for 72 dwellings is entirely inadequate. This shortfall introduces several critical issues (refer to page 70 of the Development WA report section 3.8: Residential Required: ▪ 1 Bedroom 36 = 27 Bays required ▪ 2 Bedroom 36 = 36 required ▪ 63 Residential Bays Required = 24 Car Bays (including 1 ACROD bay) provided • Lack of Service and Visitor Access: There is insufficient allowance for essential contractors (electricians, plumbers, maintenance) or visitors to service the building and its residents. Page 103 states 11 visitor bays required, 11 bay shortfall - does not comply. • Economic and Mobility Limitations: Restricting parking to this degree assumes residents will not own vehicles, effectively limiting their mobility to employment opportunities (which would help people move out of poverty). While a low-car model works in highly integrated cities like Singapore, Perth's public transport network does not currently offer the same level of comprehensive connectivity. This restriction risk isolating residents from employment opportunities not easily reached by transit. • Impact on the Village Centre: There is already an existing shortage of parking in the local area. If residents of these 72 dwellings own vehicles, it will severely exacerbate local parking stress, overflow into the village centre, and negatively impact local businesses and visitors. 2. Traffic Congestion and Safety at the Olfe Street Intersection: The traffic dynamics in the immediate vicinity are already highly problematic and cannot absorb the volume this development would introduce: • Existing Bottlenecks: Since the removal of the Whatley Crescent access to King William Street, traffic frequently backs up. Attempting to exit onto Guildford Road is already near-impossible at peak times. Parking and utilising Olfe Street would exacerbate this issue. Note that the roundabout that is on King William was put in as a temporary structure.. Which was initially stated as not required. • Safety Concerns: The road alignment at Olfe, Hamilton, and King William intersection is poor, and multiple accidents have already occurred here. An increase in traffic is a concern without updates to traffic systems, • Parking Pressures: Olfe Street is already heavily utilized for overspill parking. Increasing traffic and parking demand here will severely impact community safety and amenity.

No	Support/ Objection	Location	Comments
			Recommendation: Alternative traffic management and exit arrangements for Olfe Street must be formally put in place before any development of this scale is considered. 3. Inadequate Building Setbacks: The proposed setbacks for Floors 2 through 9 are listed at 3.125m. This is visually intrusive and positioned far too close to the public footpath for a 9-storey structure. The development should conform to standard planning codes, which typically require a 6m to 9m setback for structures of this height to maintain streetscape amenity and pedestrian comfort. 4. Dwelling size: Although they comply, the dwelling floor space only just fits to code. 1 bedroom units – minimum floor area provided = 57msq (47m²) 2 bedroom units – minimum floor area provided = 73msq (67m²). These apartments should be reviewed to address the liveability to those who will be housed.. Such tightly packed accommodation in close proximity will impact the individuals health through lack of space and noise. Conclusion In its current form, the under-provision of parking, the strain on an already failing intersection, and the non-standard setbacks represent an overdevelopment of the site that fails to respect the local context. I urge the planning framework to require significant modifications to this proposal to address these critical infrastructure and safety gaps. I believe that this development requires a reduction in the amount of units proposed, and an increase in parking to a minimum of one bay per unit + 2 service bays, and visitor parking. Thank you for considering this submission. I am happy to discuss items in more detail if required.
151.	Support	Wanneroo Road, Nollamara	Fully support. Project will boost the vibrancy of the Bayswater town centre through ground floor tenancies and added residential population. The additional social and affordable housing supply is needed to relieve the rental/housing market/situation. Key location near public transport/town centre promotes environmentally friendly and supply-shock resilient lifestyles. Increased population and commercial activity can boost the case for extra bus services in the area (e.g. increasing circle route services in evenings and Sundays). Re: limited parking situation the social housing operator should communicate this to/ select prospective tenants who don't need car parking. Greenery and Fitout looks good, would like to see this become reality and be maintained well.
152.	Objection	Whatley Crescent, Bayswater	The planned 9 storey high rise would be greatly damaging for Bayswater community. During the train station construction much of the suburbs roads where cut off with traffic build ups increasing, putting a massively oversized building on a 40km/h road that already suffers from traffic problems would make a crucial area of Bayswater almost inaccessible, especially given its proximity to the local primary

No	Support/ Objection	Location	Comments
			school, nearby high schools, Guildford road and train station. With only 24 car bays in an area with limited car bays is a massive oversight in the proposed designs. While I support the construction of social dwellings and am committed to providing further housing to those in need especially in the current housing crisis I still firmly believe that the scale and scope of this development needs to be reconsidered, the construction of a 9 story building in an area of majority single story dwellings would not only destroy the beloved feeling of community in Bayswater but also put immense pressure on the local area which i cannot see how it has been accounted for. An attempted 7 story development on the exact same block of land was met by anger by much of the community, myself included, and ultimately failed to be built, it is for this reason that an even larger development would likely be met with anger by the local community that could be greatly reduced by a smaller more practical development. All the other residents of the area I have spoken to are in sharp opposition of the designs with varying degrees of outrage to the plans. A revised proposal could earn my support but until I can see a more realistic in scale and practical development that better balances the needs of those seeking housing with an external environment that can accommodate that then I will stand in opposition.
153.	Objection	Whatley Crescent, Bayswater	I am writing to formally lodge my objection to the proposed development at Lot 40-42 (No's 7-11) King William Street, Bayswater. While I strongly support the provision of essential social services and housing for those in need, I object to this specific proposal based on significant planning, infrastructure, and amenity concerns. 1. Scale, Bulk, and Overdevelopment: The proposed building is oversized and entirely out of character with the existing streetscape and local township. The height and scale of the development represent an overdevelopment of a relatively constrained site, creating an imposing visual impact that compromises the local amenity that the community has worked hard to improve over recent years. 2. Lack of Essential Infrastructure and Amenity: The chosen location lacks the necessary baseline infrastructure to support a high-density, high-need development. Notably - Retail/Services: The surrounding area lacks major supermarkets (such as Coles or Woolworths) or a designated shopping precinct within walking distance. Forcing residents without independent transport options to rely on a distant retail infrastructure is poor urban planning. Support Services: A high-density social housing development requires immediate access to local, walkable integrated support systems, which are currently lacking in this immediate locality. 3. Underutilization of Existing Strategic Sites: Rather than introducing a massive new structure to an

No	Support/ Objection	Location	Comments
			unserved pocket, the focus should be directed toward optimizing existing social housing assets that already possess established community integration. For example, the existing facility on Whatley Crescent (corner of Kenilworth Street) in Maylands features an extensive, underutilized vacant lot directly adjacent to it. Consolidating or expanding on established, strategically located sites like this ensures a much higher level of accessibility to transit, retail, and community support networks without placing an undue burden on a smaller, unserved neighbourhood. Thank you for considering this submission. I urge the council to refuse the application in its current form.
154.	Objection	Slade Street, Bayswater	As the owner of two nearby properties in Bayswater, I have the following concerns which I expect the Design Review Panel to rectify: 1. The development exceeds the permitted 8-storey height limit. 2. Has a larger tower footprint than allowed. 3. Has reduced setbacks at upper levels. 4. Provides significantly less car parking than the standard requires. 5. Significant building bulk. 6. Reduced daylight access to lower-level apartments. 7. Reduced daylight access to public commercial buildings surrounding the site such as cafes where the community gathers. 8. Impact to the heritage nature of the area Given the imposing nature and huge impact to the village area following years of development already endured by locals, it is right to meet standards in the least. It is an opportunity to demonstrate the successful introduction of new NFP housing styles to communities so the expectation is to create the best case study possible to reduce friction in future developments.
155.	Objection	Murray Street, Bayswater	The proposed building is as close to Design Excellence as Bayswater is to Baltimore Maryland which coincidentally is where the excellent series - The Wire was set. I really enjoyed The Wire, it's a fantastic piece of television, however I have no desire for Bayswater to become the central character in Season 6. I thought Brownlie Towers had already fulfilled that role but evidently this developer is keen to expand those storylines. Why might this be the case you ask? Well, as I will demonstrate, the proposal seeks substantial

No	Support/ Objection	Location	Comments
			departures from the Design Guidelines in precisely the same areas repeatedly identified by the Design Review Panel as requiring further resolution. I will show that: • The proposal has not demonstrated that it achieves the Design Excellence outcomes required by the METRONET East Redevelopment Scheme. • The extent of non-compliance is significant. • The Design Review Panel's concerns align directly with the areas of non-compliance. • Approval would therefore be premature until compliance or equivalent performance has been clearly demonstrated. I object to the proposed development at 7–11 King William Street, Bayswater on the basis that the applicant has not adequately demonstrated that the proposal achieves the Design Excellence outcomes required under the METRONET East Redevelopment Scheme and applicable Design Guidelines, particularly given the scale of departures sought from key built form controls. In fact: the proposal seeks substantial departures from the Design Guidelines in precisely the same areas repeatedly identified by the Design Review Panel as requiring further resolution. I have attached a table as Annexure A for ease of reference to demonstrate where this is the case. The subject site is located within the Core Precinct, where the Scheme seeks to maximise accessibility, support community engagement and interaction, and deliver activated, high-quality public spaces integrated with the Bayswater Station precinct. While higher-density redevelopment is anticipated within the Core Precinct, this does not remove the requirement for developments to demonstrate that built form outcomes achieve a high standard of amenity, functionality and urban design performance. The proposal seeks significant departures from the Design Guidelines, including an increase in building height from 25 metres to approximately 31 metres, a reduction in tower setbacks from 6 metres to 3 metres, and a reduction in tower side setbacks from 9 metres to 3 metres. These are not minor variations. They represent substantial departures from the controls intended to protect amenity, building separation, privacy, outlook and access to daylight and ventilation. Importantly, the Design Review Panel repeatedly identified concerns relating to building bulk, building separation, daylight access, internal amenity, communal space functionality, privacy and ventilation. These concerns arise in precisely the same areas where the proposal seeks non-compliance with the Design Guidelines. While the applicant has undertaken a series of design refinements in response to Design Review Panel feedback, the documentation primarily describes improvements relative to earlier design iterations rather than demonstrating that the underlying concerns have been fully resolved. Enlarged voids,

No	Support/ Objection	Location	Comments
			increased articulation, revised breezeways and reconfigured communal spaces appear to function largely as mitigation measures for the consequences of reduced setbacks and increased building bulk. The Design Review Panel also expressed significant concerns regarding the functionality and design rationale of the proposed cross-site pedestrian link, including issues relating to legibility, surveillance, level changes and overall public benefit. Despite this, the application continues to rely heavily on the pedestrian link as evidence of improved permeability and community benefit within the Core Precinct. The proposal further relies on communal spaces, shared amenities and a “vertical neighbourhood” model as key components of its planning justification. In these circumstances, the functionality, capacity, surveillance and long-term performance of these spaces become critical to the success of the development. However, the Design Review Panel's comments indicate that these elements required substantial redesign and remain closely linked to unresolved issues of building separation, daylight and amenity. For these reasons, I do not consider that the applicant has demonstrated that the proposal achieves the Design Excellence outcomes required by the METRONET East Redevelopment Scheme or that the significant departures from the Design Guidelines are justified. Accordingly, the application should be refused. <i>Annexure A - Relationship Between Design Guideline Non-Compliances and DRP Concerns</i>

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			<table><tr><th>Design Guideline Requirement</th><th>Proposal</th><th>Extent of Variation</th><th>Relevant DRP Concern</th><th>Submission Relevance</th></tr><tr><td>Building Height – Maximum 8 storeys / 25m</td><td>9 storeys / approximately 31m</td><td>Additional storey and approximately 6m above guideline height</td><td>DRP raised concerns regarding building bulk, massing, internal amenity, daylight access and building separation. DRP indicated additional height may only be justified where it demonstrably resolved these issues.</td><td>The proposal seeks additional height while unresolved concerns remain regarding amenity and building separation.</td></tr><tr><td>Tower Setback to Street and Open Space – 6m</td><td>3m</td><td>50% reduction in setback</td><td>DRP identified concerns regarding perceived bulk, tower massing, public realm amenity and access to daylight.</td><td>The setback variation contributes directly to the bulk and amenity issues identified by the DRP.</td></tr><tr><td>Tower Side Boundary Setbacks – 9m</td><td>3m</td><td>66% reduction in setback</td><td>DRP repeatedly recommended greater building separation, larger voids and improved daylight and ventilation outcomes.</td><td>The proposal seeks significantly reduced separation while relying on mitigation measures to address resulting amenity impacts.</td></tr><tr><td>Balcony Setbacks to Side Boundaries – 4.5m</td><td>3m</td><td>33% reduction in setback</td><td>DRP raised concerns regarding privacy, overlooking, outlook and amenity impacts.</td><td>The variation increases reliance on screening and other mitigation measures to manage privacy impacts.</td></tr><tr><td>Communal Space Functionality</td><td>Reliance on internal communal spaces and vertical neighbourhood model</td><td>N/A</td><td>DRP found communal spaces fragmented, incidental and lacking clear hierarchy, functionality and integration with the public realm.</td><td>The success of the development is dependent on communal spaces that were identified by the DRP as requiring substantial redesign.</td></tr><tr><td>Cross-Site Pedestrian Link</td><td>Retained as key public benefit</td><td>N/A</td><td>DRP questioned functionality, surveillance outcomes, legibility, level changes and whether the link should remain at all.</td><td>The principal public benefit claimed by the applicant remains contested by the DRP.</td></tr><tr><td>Internal Amenity / Daylight</td><td>Reliance on enlarged voids, breezeways and mitigation measures</td><td>N/A</td><td>DRP identified significant concerns regarding daylight access to lower-level apartments, adequacy of void dimensions and residential amenity outcomes.</td><td>The proposal relies on mitigation rather than compliance with setback controls to achieve acceptable amenity outcomes.</td></tr><tr><td>Design Excellence Claim</td><td>Applicant asserts Design Excellence achieved through refinement</td><td>N/A</td><td>DRP concluded the proposal was not supported in its then-current form and identified multiple unresolved matters requiring further design development.</td><td>The evidence demonstrates iterative improvement but does not conclusively establish Design Excellence.</td></tr></table>	Design Guideline Requirement	Proposal	Extent of Variation	Relevant DRP Concern	Submission Relevance	Building Height – Maximum 8 storeys / 25m	9 storeys / approximately 31m	Additional storey and approximately 6m above guideline height	DRP raised concerns regarding building bulk, massing, internal amenity, daylight access and building separation. 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156.	Objection	King William Street, Bayswater	I am writing to express my objection to the proposed development at 7–11 King William Street, Bayswater. I would like to make it clear that I strongly support the provision of social and affordable housing within our community. Access to safe and secure housing is important, and I recognise the need for increased housing options across Western Australia. However, my concerns relate to the design, scale, and suitability of this particular development, rather than the intended use of the housing itself. My primary concerns are: <i>Building Height and Scale</i>																																													

No	Support/ Objection	Location	Comments
			The proposed height and overall bulk of the development appear excessive for the surrounding area and are not in keeping with the existing character of the neighbourhood. The development would significantly alter the streetscape and may result in overshadowing, reduced privacy, and a loss of amenity for neighbouring residents. <i>Insufficient Parking Provision</i> The apparent lack of adequate parking is a major concern. Regardless of the intended housing type, residents and visitors will still require vehicle access. Insufficient onsite parking is likely to result in increased demand for already limited street parking, creating inconvenience and potential safety issues for existing residents and visitors to the area. <i>Traffic and Infrastructure Impacts</i> The increased density associated with the development will place additional pressure on local roads, parking, and community infrastructure. It is unclear whether sufficient consideration has been given to the cumulative impact of these additional residents on the surrounding neighbourhood. <i>Neighbourhood Character and Amenity</i> While higher-density developments have a place in appropriate locations, this proposal appears out of scale with the surrounding residential environment. The design does not appear to adequately balance the need for additional housing with the preservation of local amenity and community character. I believe there is an opportunity to provide much-needed social housing in a way that is more sympathetic to the local area. A revised proposal with a reduced height, improved setbacks, increased parking provision, and a design more consistent with the surrounding streetscape would likely achieve a better outcome for both future residents and the existing community. I respectfully request that Council carefully consider these concerns when assessing the application and seek modifications to the proposal before any approval is granted. Thank you for considering my submission.
157.	Objection	Slade Street, Bayswater	We are concerned about this proposed development for several reasons. While we understand and are in favour of more high density living around transport hubs, we believe that such developments must take into account the area's population and make up. Bayswater is an area with lots of families. To induce a development with limited appeal to families and potentially a high number of single not in

No	Support/ Objection	Location	Comments
			people is not in keeping with the general make-up of the area. There is limited green space with only a small park and an equally small library. The park is heavily utilized by families and small children. Additional high density living developments will place additional stress on already highly utilized public spaces. There are no recreations facilities or supermarket in the immediate area. We are also concerned with the precedent this development could set. This proposed development wishes to breach height, setback and other regulations set by the government. The fact that a government development is happy to propose a development that breaches its own regulations and then submit that development to another government department for approval does not inspire faith in the system. Once this development is approved what will stop other developers from submitting development the breach regulation from being approved if the government is happy to set the president of breaching such regulations?
158.	Objection	Guildford Road, Bayswater	Thank you for the opportunity to comment on the proposed development at 7–11 King William Street, Bayswater. As a resident of Bayswater for more than 35 years, I have witnessed the evolution of the area and strongly support the long-awaited renewal of the town centre. Overall, I support the proposal and believe it has the potential to make a significant positive contribution to Bayswater, provided several aspects of the design are refined. Please consider the following comments. <u>Key Benefits of the Proposal</u> <i>Renewing an Underperforming Site</i> The subject land has remained vacant or substantially underutilised for a considerable period and currently detracts from the vibrancy of the town centre. Redevelopment of the site presents an important opportunity to introduce new activity, investment and life into this prominent location. <i>Strong Public Transport Integration</i> Given its immediate proximity to Bayswater Station and access to frequent rail services, the site is well suited to higher-density housing and increased residential activity. Concentrating housing in locations with excellent transport access is sound planning practice. <i>Strengthening the Local Economy</i> Additional residents living within the town centre will provide greater support for local businesses and help generate activity throughout the day and evening, improving the overall vitality of the precinct. <i>Improved Pedestrian Connectivity</i>

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			The proposed pedestrian link through the site is a positive urban design feature that will improve accessibility and permeability within the town centre and encourage greater pedestrian movement. <i>Removal of Frontage Car Parking</i> Replacing the existing surface car park at No. 7 with active development is welcomed. The current arrangement interrupts the streetscape and creates an unattractive edge along King William Street. <i>Sensible Heritage Response</i> While the history of the area should be acknowledged and respected, the buildings at Nos. 9 and 11 do not make a substantial contribution to local heritage outcomes. Their removal is considered appropriate and allows the town centre to evolve in response to contemporary needs. <i>Retention of Local Character Through Reused Materials</i> The proposal's intention to incorporate reclaimed materials, including heritage brickwork and timber elements, particularly within Metters Lane, is a thoughtful approach that references the site's history while embracing modern development. <i>Positive Landscape Outcome for the Jacaranda Tree</i> The relocation of the existing Jacaranda tree to a more prominent and visible position is strongly supported and will enhance the appearance and character of the streetscape. <i>Appropriate Parking Strategy</i> Available evidence suggests parking demand within the precinct is manageable. Increasing parking provision should not come at the expense of density, urban design quality or broader planning objectives. <i>Importance of Maintaining Project Viability</i> It is essential that design requirements remain balanced and do not jeopardise the feasibility of the development. Excessive setback requirements or other unnecessary constraints could undermine the delivery of a project that is important to the future of the town centre. <u>Matters Requiring Further Attention</u> <i>Prioritising Active Uses Along King William Street</i> One of the most significant concerns relates to the use of valuable ground-floor frontage for private

No	Support/ Objection	Location	Comments
			resident facilities. While resident amenities are important, they contribute little to street activity and should ideally be located on upper levels. The primary frontage should instead be dedicated to publicly accessible uses such as retail, hospitality or other commercial activities that strengthen the public realm and encourage pedestrian engagement. <i>Expanding Commercial Opportunities</i> The proposed commercial tenancy appears relatively limited in both size and functionality. Restricted service areas and back-of-house facilities may limit the range of businesses that can operate successfully from the site. Greater commercial frontage and improved tenancy design would increase flexibility, support a broader mix of businesses and contribute more effectively to town centre activation. <i>Enhancing the Landscape Design</i> Although the inclusion of 21 trees is acknowledged and supported, the overall landscape strategy appears fragmented and could be better integrated into the development. Landscaping should play a stronger role in creating shade, improving pedestrian comfort and supporting public activity throughout the precinct. <i>Delivering More Innovative Public Art</i> Public art is encouraged; however, Bayswater already contains numerous mural installations. The development presents an opportunity to introduce more integrated and functional forms of public art, such as sculptural features, bespoke seating, lighting installations or interactive elements that contribute to both the visual quality and usability of public spaces. <i>Improving Screening of Parking Areas</i> Consideration should be given to better screening parking areas visible from King William Street, particularly at Level 1, to ensure the development presents an attractive and active frontage to the public realm. <i>Resolving Waste Management Issues</i> Further clarification is required regarding aspects of the Waste Management Plan, where inconsistencies appear to exist within the supporting documentation. In addition, the visual and operational impacts associated with commercial waste collection from King William Street should be minimised wherever possible.

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			<i>Increasing Housing Choice</i> The proposed residential mix is limited to one-bedroom/one-bathroom and two-bedroom/one-bathroom dwellings. The absence of larger dwellings, including three-bedroom or multi-bathroom apartments, restricts the development's ability to accommodate a broader range of households such as families and multi-generational living arrangements. A more diverse housing mix would support a more balanced and sustainable residential community. <i>Reviewing the Housing Allocation Mix</i> While acknowledging that housing tenure allocation may sit beyond the scope of strict planning considerations, the proposed balance between social and affordable housing warrants review. The current allocation of approximately 75% social housing and 25% affordable housing appears disproportionate. A more balanced approach, with a greater proportion of affordable housing, would better address the needs of key workers and moderate-income households while still supporting social housing objectives. Such an outcome would contribute to a more diverse, inclusive and economically resilient community, particularly in a location centred around one of Perth's most significant transport hubs. <i>Closing Remarks</i> The proposed development represents a valuable opportunity to transform a long-underutilised site and further strengthen the Bayswater town centre. The project should be supported in principle; however, refinements relating to ground-floor activation, commercial opportunities, housing diversity, landscaping and public realm outcomes would significantly enhance its contribution to the area and help deliver a more vibrant, attractive and successful development.
159.	Objection	Guildford Road, Bayswater	Thank you for the opportunity to comment on the proposed development at 7–11 King William Street, Bayswater. As a resident of Bayswater for more than 35 years, I have witnessed the evolution of the area and strongly support the long-awaited renewal of the town centre. Overall, I support the proposal and believe it has the potential to make a significant positive contribution to Bayswater, provided several aspects of the design are refined. Please consider the following comments. <u>Key Benefits of the Proposal</u> <i>Renewing an Underperforming Site</i>

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			The subject land has remained vacant or substantially underutilised for a considerable period and currently detracts from the vibrancy of the town centre. Redevelopment of the site presents an important opportunity to introduce new activity, investment and life into this prominent location. <i>Strong Public Transport Integration</i> Given its immediate proximity to Bayswater Station and access to frequent rail services, the site is well suited to higher-density housing and increased residential activity. Concentrating housing in locations with excellent transport access is sound planning practice. <i>Strengthening the Local Economy</i> Additional residents living within the town centre will provide greater support for local businesses and help generate activity throughout the day and evening, improving the overall vitality of the precinct. <i>Improved Pedestrian Connectivity</i> The proposed pedestrian link through the site is a positive urban design feature that will improve accessibility and permeability within the town centre and encourage greater pedestrian movement. <i>Removal of Frontage Car Parking</i> Replacing the existing surface car park at No. 7 with active development is welcomed. The current arrangement interrupts the streetscape and creates an unattractive edge along King William Street. <i>Sensible Heritage Response</i> While the history of the area should be acknowledged and respected, the buildings at Nos. 9 and 11 do not make a substantial contribution to local heritage outcomes. Their removal is considered appropriate and allows the town centre to evolve in response to contemporary needs. <i>Retention of Local Character Through Reused Materials</i> The proposal's intention to incorporate reclaimed materials, including heritage brickwork and timber elements, particularly within Metters Lane, is a thoughtful approach that references the site's history while embracing modern development. <i>Positive Landscape Outcome for the Jacaranda Tree</i> The relocation of the existing Jacaranda tree to a more prominent and visible position is strongly supported and will enhance the appearance and character of the streetscape.

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			<i>Appropriate Parking Strategy</i> Available evidence suggests parking demand within the precinct is manageable. Increasing parking provision should not come at the expense of density, urban design quality or broader planning objectives. <i>Importance of Maintaining Project Viability</i> It is essential that design requirements remain balanced and do not jeopardise the feasibility of the development. Excessive setback requirements or other unnecessary constraints could undermine the delivery of a project that is important to the future of the town centre. <u>Matters Requiring Further Attention</u> <i>Prioritising Active Uses Along King William Street</i> One of the most significant concerns relates to the use of valuable ground-floor frontage for private resident facilities. While resident amenities are important, they contribute little to street activity and should ideally be located on upper levels. The primary frontage should instead be dedicated to publicly accessible uses such as retail, hospitality or other commercial activities that strengthen the public realm and encourage pedestrian engagement. <i>Expanding Commercial Opportunities</i> The proposed commercial tenancy appears relatively limited in both size and functionality. Restricted service areas and back-of-house facilities may limit the range of businesses that can operate successfully from the site. Greater commercial frontage and improved tenancy design would increase flexibility, support a broader mix of businesses and contribute more effectively to town centre activation. <i>Enhancing the Landscape Design</i> Although the inclusion of 21 trees is acknowledged and supported, the overall landscape strategy appears fragmented and could be better integrated into the development. Landscaping should play a stronger role in creating shade, improving pedestrian comfort and supporting public activity throughout the precinct. <i>Delivering More Innovative Public Art</i> Public art is encouraged; however, Bayswater already contains numerous mural installations. The

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			<i>Closing Remarks</i> The proposed development represents a valuable opportunity to transform a long-underutilised site and further strengthen the Bayswater town centre. The project should be supported in principle; however, refinements relating to ground-floor activation, commercial opportunities, housing diversity, landscaping and public realm outcomes would significantly enhance its contribution to the area and help deliver a more vibrant, attractive and successful development.
160.	Objection	Hamilton Street, Bayswater	It is exciting to see a development in the town centre and the facilitation of an inviting retail space. Generally, the design has a pleasing aesthetic, well-considered communal spaces and a valuable facilitation of light and breeze. It is also great to see sustainability initiatives incorporated into this design. I do, however, have some strong concerns about certain aspects of this current iteration of the design. The lack of setbacks gives the apartments a block façade, which is very dominating, especially given the scale of the surrounding buildings. As well as facilitating privacy, the recommended code setbacks lessen the imposing nature of taller buildings and help them settle more cohesively into their environment. Whilst deviating from the recommended setbacks would make economic sense for the developers, I do not agree that the lack of setback allocation is a good outcome for the town centre. In addition to the lack of appropriate setbacks, the additional 9th storey will add to the imposing nature of this proposed building. Another great concern is the lack of parking bays in this development. The Bayswater town centre is already short on parking bays, and as this development and the ones that follow come on board, the parking issue will only be magnified. The suggestion that the development's residents use the parking bays behind IGA overnight, but vacate by 8 am the next morning, is impractical and short-sighted. Where will residents park on days off from their regular commitments, when they are sick and at home, or when away on holidays? If they have elderly visitors, where will their visitors park? Furthermore, it is my understanding that the carpark behind IGA is privately owned land, currently leased by the Bayswater Council to help address the town centre's lack of parking. There is a ROW at the back of this development proposal that joins directly to King William Street. It is very narrow and has a 90-degree bend in it (see attached image). How is the traffic going to be impacted and managed on this ROW? In the traffic report, only the ROW that connects to Hamilton

No	Support/ Objection	Location	Comments
			Street, which in turn connects to King William (via Olfe Street), is mentioned, and the portion of the ROW that connects directly to King William is omitted. Whilst I appreciate the prime location of this land for high-density development, it is best to move forward in a considered, long-term focused way that will not be detrimental to the Bayswater village. As the first development of this sort in the town centre, it is prudent to set the standards to an acceptable level that will benefit all, both now and in the long-term. I look forward to seeing this development move forward, but in an aesthetically sensitive way that does not produce long-term issues, such as a lack of parking, to the village.
161.	Objection	Nanhob Street, Bayswater	I'm worried about the crime going up. I've seen Bayswater grow and become safe over the 30 years I've been living in the suburb.. it's a beautiful place to now raise my child. I'm worries that it will turn into a derelict place like pockets of Maylands because of the social housing. I don't want an increase of crime and an unsafe environment to bring up my child. That's not what I signed up for
162.	Objection	Murray Street, Bayswater	I write as a nearby home-owning resident and community member to formally object to the proposed nine-storey mixed-use development at 7–11 King William Street, Bayswater. This objection is submitted ahead of the closing date of 18 June 2026 and concerns a site that has been the subject of multiple development applications, each of which has attracted significant and consistent community opposition on the grounds of excessive scale. At the outset, I wish to make clear that this objection should not be interpreted as opposition to the development of the site itself. The Bayswater community has consistently and repeatedly demonstrated support for appropriate redevelopment of this location – including at increased density. The community's objection has always been, and remains, to the extreme and disproportionate scale of proposals put forward by this developer. The proposal currently before DevelopmentWA is fundamentally inconsistent with the existing scale, character and amenity of the area and fails to appropriately balance redevelopment objectives with the interests of the established community. The proposed development is excessive in scale, inconsistent with the surrounding built form, materially deficient in parking provision, has not included an impact assessment on the neighbouring two primary schools and would result in significant amenity impacts to neighbouring residents. The application also seeks multiple departures from the Bayswater Design Guidelines, proposes height

No	Support/ Objection	Location	Comments
			that exceeds even the Guidelines' own envisioned maximum, and dramatically under-provides parking. Further, it risks setting an undesirable planning precedent that may irreversibly alter the character of Bayswater without adequate strategic justification or genuine community support. I write as a nearby home-owning resident and community member to formally object to the proposed nine-storey mixed-use development at 7–11 King William Street, Bayswater. This objection is submitted ahead of the closing date of 18 June 2026 and concerns a site that has been the subject of multiple development applications, each of which has attracted significant and consistent community opposition on the grounds of excessive scale. At the outset, I wish to make clear that this objection should not be interpreted as opposition to the development of the site itself. The Bayswater community has consistently and repeatedly demonstrated support for appropriate redevelopment of this location – including at increased density. The community's objection has always been, and remains, to the extreme and disproportionate scale of proposals put forward by this developer. However, the proposal currently before DevelopmentWA is fundamentally inconsistent with the existing scale, character and amenity of the area and fails to appropriately balance redevelopment objectives with the interests of the established community. The proposed development is excessive in scale, inconsistent with the surrounding built form, materially deficient in parking provision, and would result in significant amenity impacts to neighbouring residents. The application also seeks multiple departures from the Bayswater Design Guidelines, proposes height that exceeds even the Guidelines' own envisioned maximum, and dramatically under-provides parking. Further, it risks setting an undesirable planning precedent that may irreversibly alter the character of Bayswater without adequate strategic justification or genuine community support. <u>Excessive Height and Scale – Incompatible with Local Context</u> The most significant concern is the proposed height of nine storeys (up to 30.9 metres). Critically, this exceeds not only the prevailing built form of the surrounding area, but also the height envisioned under the Bayswater Design Guidelines themselves, which contemplate a maximum of eight storeys (up to 25 metres) for this location. The applicant is therefore seeking a departure that goes beyond even the already generous envelope envisaged by the Guidelines – a departure that is not justified by any contextual or community-based rationale. The scale of the development is wholly inconsistent with the existing character and built form of Bayswater and surrounding areas. Within the broader

No	Support/ Objection	Location	Comments
			locality, residential and mixed-use buildings are overwhelmingly low-rise in nature, generally ranging between one and three storeys. A nine-storey building would represent a dramatic and abrupt departure from the prevailing urban form and would dominate the streetscape in a manner entirely out of proportion with the surrounding context. A development of approximately four storeys would represent a more reasonable and contextually appropriate scale for the site, allowing increased housing supply and activation while maintaining compatibility with local character and amenity expectations. Importantly, planning outcomes should respond to place. Good planning requires development to be appropriately scaled to local conditions rather than imposing outcomes that are disconnected from the existing urban fabric. This proposal appears to prioritise development yield over contextual integration. As an illustration of that, the idea that a mere 100m² of retail and alfresco space and a 30m² office could qualify as a mixed use development when there are 72 residential units over 9 floors really stretches the understanding of a mixed use development. The proposed building would become an overwhelming visual presence, significantly altering the established character of King William Street and the wider Bayswater town centre in a manner that is not justified by the surrounding built environment. <u>Failure to Respect Established Character and Heritage</u> King William Street forms part of an established local character area that contributes significantly to Bayswater's identity and sense of place. The following are taken from the executive summary of the development application dealing with heritage considerations. <i>The assessment finds that the existing 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 no longer clearly demonstrate the heritage values attributed to them in earlier assessments and do not make a meaningful contribution to the identified heritage significance of the heritage area. The heritage significance of the Bayswater Town Centre is expressed collectively through the commercial character of the streetscape, particularly through more intact early to mid-20th century commercial buildings elsewhere along King William Street, which will be retained. In summary, while the proposed redevelopment will involve the removal of some historic fabric, when considered holistically it is assessed to result in minimal adverse impact on the heritage significance of the subject sites or the Bayswater Town Centre Heritage Area. On this basis, the proposed development is considered acceptable and can be supported from a heritage perspective.</i>

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			Such an approach is preoccupied with whether the site itself has heritage considerations that would militate against approving the development rather than focussing on the obvious viz how does a modern 9 storey building standing 30m high “ result in minimal adverse impact on the heritage significance of... the Bayswater Town Centre Heritage Area” ., No matter how much tortured language is used in order to get this application approved, the reality is that heritage considerations are simply waved at on the way through. How is it consistent for a start to have a 9 storey residential building in a town centre which has always been commercial. To put it another way how does an in your face development with a token commercial area square with what are said to be the heritage objectives of the City of Bayswater’s local policy. The proposed development fails to adequately respect or respond to this character. Its scale and intensity would visually overwhelm surrounding development and undermine the human-scale streetscape currently enjoyed by residents and visitors. While urban renewal and infill development are appropriate objectives, they must occur in a manner that complements and enhances local identity rather than displacing it. The community’s longstanding concern has not been with redevelopment itself, but rather with repeated attempts to pursue development outcomes that are significantly beyond what residents consider reasonable or compatible with the area. <u>Significant Parking Deficiencies and Traffic Impacts</u> The proposed shortfall in parking is deeply concerning. The application confirms that the proposal provides only 24 parking bays – for all commercial, visitor and residential uses combined – where, according to the Traffic Impact Statement(TIS) commissioned by the applicant, 74 would ordinarily be required. This represents a shortfall of 50 bays, or a reduction of approximately 68% from the standard requirement. Such a departure from standard parking expectations is impractical and unsustainable within the context of Bayswater’s existing transport and residential environment. The approach captured and repeated in the TIS is that <i>the intent of the design is to encourage the use of active travel and rideshare with units design for low socio economic residents and thus less likely to own a car. Thus, the development has adopted lower car/motorcycle parking spaces rate.</i> So what does that mean – that only residents without a vehicle may apply to own one of these units? There is no objective or other basis capable of being tested to justify this assumption. Because after

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			all that is all that it is - an assumption. And if the assumption is wrong which it is bound to be it's too late to do anything about it because the development would have been built. And if it's wrong, which again it is bound to be, then Development WA can just wash its hands and say to the City of Bayswater -your problem to fix. It is unrealistic to assume that future residents, visitors and commercial users will simply not require vehicles. The practical consequence of this shortfall will be overspill parking into nearby residential streets, increasing congestion and intensifying conflict between existing residents and new users of the development. Nearby residents already experience parking constraints and traffic pressures. This proposal would materially worsen these impacts while shifting the burden of inadequate on-site parking onto the surrounding community. The proposal also raises concerns regarding vehicle movements, congestion and safety impacts on local streets that are not designed to absorb this intensity of development. A cynic might say this is just another indication of the developer achieving the maximum yield from the site as the one and only end of this development application. <u>Privacy, Overlooking and Residential Amenity</u> The proposal raises substantial concerns regarding overlooking, privacy and residential amenity impacts. These concerns are compounded by the application's own disclosed departures from the Bayswater Design Guidelines: the tower element (Levels 8–9) is set back only 3 metres in lieu of the required 9 metres, and visual privacy setbacks of just 3 metres are proposed in lieu of 9 metres for Levels 4–8. These are not minor variations – they represent a two-thirds reduction in the setbacks specifically designed to protect neighbouring residents' privacy and amenity. At nine storeys, the development would create extensive opportunities for direct and indirect overlooking into nearby residential properties and private open spaces. The scale and massing of the building would materially diminish residential amenity through visual intrusion, perceived loss of privacy and an overwhelming built presence. These impacts are not incidental; they are a direct consequence of a development that substantially exceeds the scale generally anticipated within the surrounding locality. <u>Proximity to Primary Schools – Child Safety and Amenity Concerns</u> The planning documents appear to give insufficient consideration to the proximity of the proposed development to two primary schools that serve a large number of Bayswater families. Bayswater Primary School is located approximately 200 metres from the site, and St Columba's Primary School

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			approximately 300 metres away. Both schools are heavily used by families with young children who walk, cycle and are dropped off in the immediate area during morning and afternoon peak periods. A development of this scale generating significant additional vehicle movements – particularly given the gross shortfall in on-site parking – will materially increase traffic and pedestrian conflict in a precinct already subject to school zone congestion. The overspill of vehicles into nearby streets will disproportionately affect the routes most OFFICIAL used by school children. No traffic impact assessment appears to have specifically considered the school drop-off and pick-up context, which represents a significant omission that DevelopmentWA should require to be addressed before any approval is contemplated. Furthermore, the scale and massing of a nine-storey building in this location will cast significant shadows across pedestrian routes and public spaces used by school children during school hours, further diminishing the amenity of an area that is integral to the daily lives of hundreds of local families. The proximity to two primary schools is a material consideration that the planning documents have not adequately addressed, and which weighs significantly against approving a development of this scale at this location. <u>The True Operational Nature of the Facility Has Not Been Disclosed or Assessed</u> A significant and material omission from the planning documents is any substantive disclosure of the operational model that the proposed Community Housing Provider (CHP) intends to apply to this facility. The application describes the development simply as providing social and affordable housing. However, the CHP identified for this project is understood to operate in a manner comparable to St Bartholomew's House (St Bart's), one of Perth's leading providers of accommodation and outreach services for people experiencing homelessness, mental health challenges and associated complex needs – including, in some facilities, onsite 24/7 support services. This is a materially different land use to a conventional residential apartment building, and it raises distinct planning and amenity considerations that have not been assessed. If the proposed facility will operate with onsite support services, crisis accommodation, or 24-hour staffing for residents with complex needs – as is the model for comparable CHP-operated facilities in Perth – then the community and DevelopmentWA are entitled to a full and transparent assessment of what that means for: management of the public realm immediately surrounding the building; traffic, access and service vehicle movements at all hours; the safety and amenity of the surrounding residential neighbourhood;

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			and the proximity to Bayswater Primary School and St Columba's Primary School, both within 300 metres of the site. The community is not opposed to the principle of supported accommodation for vulnerable people. However, a proposal of this nature – in a residential neighbourhood, adjacent to a primary school corridor, with no dedicated drop-in, outreach or service areas disclosed – requires rigorous, transparent and complete assessment. The planning documents as submitted do not provide this, and this is itself a basis for refusal or, at minimum, a requirement for substantial further information before the application can be properly considered. It is also noted that the CHP proposed to own and operate this facility is a registered charity. This raises a legitimate question about whether the overall project structure – involving a commercial developer, a charity CHP, and what appears to be State Government support – has been structured in a way that maximises the developer's return and the Government's political positioning on housing supply, while insulating the proposal from the normal scrutiny that would apply to a development of this intensity and operational nature. The community is entitled to full transparency about the funding, ownership, operational and governance arrangements proposed, and this information should be required as part of any complete application. <u>Poor Planning Outcome and Unsustainable Urban Form</u> This proposal risks creating an urban outcome that is both impractical and unsustainable. Good density outcomes are not achieved simply by maximising height and dwelling yield. Successful urban intensification requires careful integration with local infrastructure, traffic capacity, parking demand, public realm quality and community expectations. This proposal appears disconnected from the existing scale and function of Bayswater and risks creating a building that is overdeveloped relative to the site and surrounding context. <u>"Social Housing" Classification Does Not Justify Departure from Planning Standards</u> This application frames the development as social and affordable housing to be owned and operated by a Community Housing Provider. While the community unreservedly supports the provision of social and affordable housing, the classification of a development as social housing does not and should not exempt it from the fundamental planning standards that apply to any development – including appropriate height, setbacks and parking provision. The objections raised in this submission apply

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			with equal force regardless of the tenure of the proposed dwellings. A nine-storey building with grossly insufficient parking and inadequate setbacks causes the same amenity harm to neighbours whether it is classified as social housing or private market development. My objection is to the scale of the proposal, not to the people it would house. I am concerned that the social housing framing is being used instrumentally – to secure planning approval for a development yield that would not otherwise be justified – while the genuine housing need of Bayswater residents could be adequately served by a more appropriately scaled development on this site. Providing social housing at a contextually appropriate scale (such as three to four stories) would still deliver a meaningful number of dwellings without the unacceptable impacts this proposal creates. <u>Planning Precedent and Long-Term Community Impact</u> Approval of this proposal would establish a significant planning precedent for future developments in Bayswater. Once approved, it will become increasingly difficult to resist similar proposals seeking comparable heights and intensities. This risks a piecemeal transformation of Bayswater without a coherent strategic framework or meaningful regard to the expectations of existing residents. The consequences of such decisions are long-term and enduring. Developers may move on after project completion, however local residents will continue to live with the impacts on traffic, amenity, streetscape and neighbourhood character for decades. This proposal should therefore be considered not only on its individual merits, but also in terms of the broader cumulative implications for the future identity and liveability of Bayswater. <u>Strong Community Opposition</u> Successive proposals for over-scaled development on this site have generated significant opposition because they fail to strike an appropriate balance between renewal and neighbourhood amenity. On each occasion, the community has clearly and consistently communicated that it supports development of the site – but at a scale and in a form that respects its context. That message has been ignored. Instead of responding to community feedback by revising the proposal to an appropriate scale, the approach has been to escalate lobbying efforts, to reframe the property's purpose and to frame legitimate community objection as irrational opposition. This community deserves better than to have its planning concerns dismissed or misrepresented in pursuit of a commercially driven outcome. There is a strong and longstanding view within the community that redevelopment should proceed in a manner that enhances Bayswater rather than overwhelms it.

No	Support/ Objection	Location	Comments
			DevelopmentWA should give full weight to the consistent, sustained and genuine community support for development at an appropriate scale – and equally, to the consistent, sustained and genuine community objection to the scale proposed in this and previous applications for this site. <u>Conclusion</u> For the reasons outlined above, I strongly object to the proposed nine-storey mixed-use development at 7–11 King William Street, Bayswater. This objection is part of a pattern of consistent, longstanding, and good-faith community engagement with successive applications on this site – all of which have been opposed on the same fundamental grounds of excessive scale. The proposal is excessive in height and scale – exceeding even the Bayswater Design Guidelines' own envisioned maximum – incompatible with local character, materially deficient in parking provision, and likely to result in unacceptable impacts on privacy, traffic, overshadowing and residential amenity. Multiple departures from the Design Guidelines are proposed, with setbacks reduced by two-thirds of the required minimum. The social housing classification of the development does not alter these planning objections, nor should it be used to justify departures from the standards that protect the existing community. The proximity of two primary schools – Bayswater Primary at 200 metres and St Columba's Primary at 300 metres – has not been adequately assessed. The operational nature and management model of the proposed facility have not been disclosed or assessed. The proposal also risks establishing a dangerous precedent for future high-rise development in Bayswater without a coherent strategic framework to guide such change. I respectfully but firmly request that DevelopmentWA reject the proposal in its current form. The community does not object to the development of this site – it objects to this scale of development. A revised application at four to five storeys, with appropriate setbacks and parking provision, would attract broad community support and would deliver genuine housing outcomes without the unacceptable impacts this proposal creates. DevelopmentWA has the opportunity to send a clear signal that good planning requires developers to respond to community and contextual expectations, not to circumvent them.
163.	Objection	Bayswater	I welcome the opportunity to respond to the call for public comments relating to the DRAFT Development application for a mixed use social and affordable housing project at Lot 40-42 (No's 7-11) King William Street, Bayswater – Nine Storey Mixed Use Development.

No	Support/ Objection	Location	Comments
			I am third generation Bayswater resident raising my family within a short distance of the town centre, I have lived in all Australian city's and overseas across my career and operating various businesses. This exposure provides me both knowledge of the area and this site, and aware of the Metronet, WA Development guiding principles and the intent of higher density policy. My professional and volunteer roles mean I am aware of the situation with lack of housing across WA. To be clear, I do not have an issue with higher density if it is undertaken with care and consideration of the existing heritage and liveability within the surrounding area. This Draft Development Application requires more due diligence and cannot be supported in its current form as it does not contribute to our community amenity or meet the current guidelines. I urge Development WA to reject this DRAFT development application in its current form. The METRONET East Bayswater Project Area Design Guidelines, is meant to set expectations for new development in the precinct, including how buildings respond to local character, streetscape, access, heritage and amenity. This proposal falls short of meeting the guidelines and offers little to our community in its present form. My key concerns are as follows: 1. Proposed height of nine storeys is over development of this site, beyond the existing guidelines and reduces the amenity of our community. 2. Architectural merit is poor; it does not enhance our neighbourhood nor improve amenity. The external façade of the design of the build does not complement existing heritage Federation builds, there is no creative effort to consider the surrounding heritage in material, style or design. Heritage, street scape and placemaking has not been addressed in the co-design nor given priority. 3. The boundary setbacks do not meet acceptable outcomes and visual privacy setbacks of three metres in levels 4-8. 4. The proposals inclusion of a pedestrian connection through the site between King William Street maintenance, lighting, security and management responsibility is unclear and may have negative ongoing reductions in amenity and safety for our community. 5. The insufficient parking allowance will create a flow on congestion - 24 bays is inadequate, given there are 72 dwellings as well as visiting services and retail. 5. Does not provide "a mix" of apartments to support family living, nor culturally appropriate- as only restricted to 1 or 2 bedrooms. 6. Heritage significance of place will be adversely affected with the removal of two historic builds of two different eras a house 1905 and a Grains store 1905.

No	Support/ Objection	Location	Comments
			<i>1. Proposed height of 9 storeys is over development of this site, beyond the existing guidelines and reduces the amenity of our community.</i> This proposed variation to the Acceptable Outcomes does not meet the relevant Character Statement of the guidelines and therefore should not be approved. The proposed height of 9 storeys (up to 30.9 metres) for this site is over development, for the small lots, imposes upon nearby residential housing, exacerbates heatsink due to the narrowness of Whatley Crescent at this point, increases noise flow and imposes shadowing that will occur across the township and existing residential areas. The Developers' heritage assessment describes the Bayswater Town Centre as being consistent in scale -yet believes it's acceptable to construct a build of 9 storeys? This proposed build removes the sunrise of the day along the escapement and sets a precedent of over development in a designated heritage precinct area. The scale of this build reduces the character and sense of place that Bayswater is recognised for and what attracts people to live in this family orientated residential area. It is not subtle, creative and warrants recommendation to an alternate location to the other side of the subway. Metronet and WA development consultants undertook extensive consultation across the community back in 2018 with residents, stakeholders and business owners. At this time there was marked opposition and in the DRAFT Guidelines 4-6 storeys were deemed acceptable and supported (as evident in existing heritage areas of Maylands, Bassendean and Inglewood), a subsequent decision to change the height at a separate meeting to 8 storeys was not made public- the community do feel extremely let down by this decision. At minimum this proposal must reduce the height of the building to meet the guidelines, if it sought to respond to local character, streetscape, access, heritage and amenity thereby adopting a more respectful approach to reduce to 6 storeys. In this way, working with the existing heritage buildings, the narrowness of the Lots, existing street and local topography. <i>2. Architectural merit is poor; it does not enhance our neighbourhood nor improve amenity. The external façade of the design of the build does not complement existing heritage Federation builds, there is no creative effort to consider the surrounding heritage in material, style or design. Heritage, street scape and placemaking has not been addressed in the co-design nor given priority.</i> At street level, I would like to see stronger evidence of the external street level facades of this proposed building responding to the local character and place, as this developer has done in other builds located in areas such as Mt Hawthorn and Subiaco. For example: There is little response or

No	Support/ Objection	Location	Comments
			interpretation to the next-door Federation (13 King William) such as awning or incorporation of gable roofs shapes to respond to the builds that are being removed and the existing commercial premises that occur along King William. In this present design there is little connectivity reflected at street level in the entrance to the retail area and the common room which face the street. In the Heritage Assessment 4.2 it states clearly Bayswater has an aesthetically pleasing and cohesive streetscape with a strong identifiable character that is largely consistent in form and scale. Yet there is little evidence in this proposed building design throughout and particularly the buildings facades. The proposal to incorporate the old Meters Stove in the building somewhere is a gesture which reflects little understanding of the rich texture of the Aboriginal history of our First Peoples given Beeralain (Bayswater) was a key meeting area with profusion of Moojar tree, food availability, fishing traps and paths to Riverlands of Yagan, Yellagonga and Munday- Beeralain thought to be initiation of the Yellagonga nation. There are and were many places of significance which have now been destroyed by insensitive development. After colonisation European heritage and storey then dominated locally. Bayswater was a significant first water stop for horses' wagons headed to the Gold Rush, beneath and along King William runs a fresh spring (now underground) but until the late 70's flowed along the street. Our township played an important role with the railway and connection to the goldfields. With many returning to live in Bayswater in the 1900's by Gold Estates - as it was opened up due to real estate and developer speculation. McLeish's building has stood the test of time it reflects the agricultural history of the district, the first farms including the dairy industry, horse racing, saddlery, farming of cow and sheep which were present. Later market gardening, fruit growing and later rose growing of the horticultural industry. Removal of this building is significant to our story. This proposal gestures at heritage yet deliberately diminishes the relevance and viability of incorporation of the existing buildings on 7-11 King William Street, Bayswater. The owner of the site has not maintained nor sought to reinstate the heritage and has been allowed the site to be further degraded since it took ownership. Additionally, the naming of the building and laneway should be re considered to reflect this history -yet this DRAFT Development Application draws no link nor connection to our place. The METRONET East Bayswater Project Area Design Guidelines, is meant to set expectations for new development in the precinct, including how buildings respond to our township and this proposals street level does not meet expectations. Therefore, this DRAFT Application cannot be supported in its present form

No	Support/ Objection	Location	Comments
			<i>3. The boundary setbacks do not meet acceptable outcomes and visual privacy setbacks of 3 metres in levels 4-8.</i> The lack of setbacks does not support the interplay between heritage and retain human scale and reduce over shadowing. In the DRAFT proposal the diagrams provide clear indication of the extent of the shadowing between morning and afternoon resulting it will have a significant impact upon the amenity and feel of the older township. Guidelines Chapter 3.3 the Objectives of Street scape includes "New development will be respectful to the architectural, social and historic character and appearance of the streetscape and make a lasting contribution to enhance coherence, character and attractiveness of the natural and built elements of the street it belongs" This DRAFT Application Proposal refers to this build at this site as the "block" a term which exemplifies the impact this present design brings to King William Street. It is clearly too high a build, does not have staggered balconies, nor does it present itself in a way to human scale or street integration larger setbacks to upper levels and alongside heritage builds enable softer and respectful interplay. The rectangular box appearance towering out of this site with narrow balcony's facing residences and the main street, reduces amenity alongside the character. It does not contribute to the township in its current form and is likely to create heat sink in summer and a wind tunnel effect due to the narrowness of King William Street and combined height and block shape. Added to the large distasteful concrete railway bridge the two-combine act like impositions with little visual contribution to the area. <i>This proposal does not meet the objectives of the guidelines and therefore should not be approved.</i> <i>4. The proposals inclusion of a pedestrian connection through the site between King William Street maintenance, lighting, security and management responsibility is unclear and may have negative ongoing reductions in amenity and safety for our community.</i> Since the train station expansion there has been a reduction in our sense of safety and ongoing issues of graffiti, gang youth violence, anti-social behaviour, crime and muggings. A pedestrian connection through the site between King William Street and the rear right-of-way may be a useful and appreciated connection between the township segments, however given the fact the apartment seeks to support social housing- without considering places for people to congregate, meet and access services. Also, as evidence shows these demographics experience higher rates of antisocial behaviour contributed social economic factors, mental health and/or alcohol and other drug addictions. The proposed inclusion of a pedestrian connection through the site between King William

No	Support/ Objection	Location	Comments
			Street and the rear right-of-way may lead to “darkened alley way” through which residents’ safety and amenity is reduced. <i>What will the management and security of this area? Whose responsibility will it fall to ensure this area is maintained, clean, well light and used in an appropriate manner? Who will pay for the security and who will be required to address dysfunctional behaviour?</i> While it is intended to improve movement through the site and create a more active connection with the surrounding town centre experience does not demonstrate this benefit. More clarification is required and better catering for those who may need support in access to pick up and drop off areas, for uber, taxis and disabilities need to occur nearby this building. How will this be achieved without creating further congestion, noise and be safely undertaken. This proposal needs to address this aspect of this application. Thereby I cannot support this current application for development based on contributing to congestion, noise and safety of residents. <i>5. The insufficient parking allowance will create a flow on congestion - 24 bays is inadequate, given there are 72 dwellings as well as visiting services and retail.</i> It is highly likely that the shortfall in car parking provision will result in parking of vehicles in nearby streets, this is not acceptable and contribute to further congestion and road safety concerns. There is inadequate response to the number of bicycles and alternative forms of transport The Transport impact statement provided by the applicant is inadequate and makes several assumptions, which do not align with the residents’ needs nor locality. Locally there is only a small provision IGA so residents will be needing to travel further afield to secure shopping, medical supports and services which are not within walking distance. It is strongly evident that parking concession provided to developers result in direct negative impacts to nearby residents in many of these over developed sites, with local government and residents being negatively impacted upon. This development includes building managers, a commercial operation and is likely to require several services attending to support residents all of which 24 bays is insufficient. The present parking bays is inadequate for over 72 dwellings people. It cannot be assumed that residents will not require a vehicle for work or recreation to transport their family and there is no provision for visitors and only 1 accessible bay, the inadequacy of the parking provision cannot be supported. In other examples: of builds undertaken by this developer and build of 49 apartment and allows for 29 parking spaces in Mount Hawthorn and 24 bike spaces. This Draft Application with respect to parking bays, disability access, taxi and uber drop off and pick falls well short of the likely needs of those living in a social housing context, I would like to request that this be addressed. The

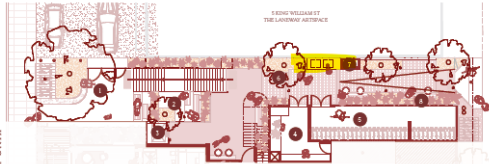
No	Support/ Objection	Location	Comments
			stress faced by people in returning from inadequate housing should not include restrictions which preclude them from owning a vehicle or being safely able to enter the apartments. Alternative forms of transport need to be supported the development allows for storage of 32 bikes. A further shortfall in parking is the electronic car charging. This proposal has several shortfalls and inadequacies about parking and does not meet 2.2 of the Transport impact statement impact upon surrounding developments. This aspect of the proposal needs to be more thoughtfully addressed, to reduce congestion and the flow over of parking within the precinct- which is already under pressure. <i>6. Does not provide “a mix” of apartments to support family living, nor culturally appropriate- as only restricted to 1 or 2 bedrooms.</i> It is well documented that social and affordable housing to accommodate our diverse communities with First Nations and culturally and linguistically diverse families we need to consider a range of family structures and accommodation options. This design is restricted to 1- or 2-bedroom units. There is no evidence on how community co design has been considered in this development and rather a one size fits all approach. 7. Does not enhance our neighbourhood nor improve amenity. There is little additional benefit or contribution that this build brings to our community. 8. Does not provide “a mix” of apartments to support family living, nor culturally appropriate. There is little diversity in the apartment build (no 3 bedroom apartments) that caters for family and this suggests little opportunity for low income earners with children to come and live within our community. The apartments seem inadequate in supporting cultural needs and aging needs of people for long stays and integrating within our community. 9. Heritage significance of place will be adversely affected with the removal of two historic builds of two different eras a house 1905 and a Grains store 1905. 10. Architectural merit is poor in responding to sense of place and the narrowness of King William Street as a pathway and existing heavy congestion of peek vehicles, pedestrian walkability and flow through traffic of busses and trucks. The external façade of the design of the build does not complement existing heritage Federation builds, contributes to the street scape nor utilises materials

No	Support/ Objection	Location	Comments
			which respond to the existing local heritage buildings. There is limited integration and the external design of the building does not enhance the street scape -it simply locates itself within the landscape and dominates the overall feel and look of the township. In this way I believe this proposal is inadequate and should not be supported. <i>Does this proposal meet the needs of the residents for who the project is designed and does this project achieve improvement to amenity and complement existing community? This proposals variation does not meet the Objectives of the Guidelines and on this bases should not be supported</i>
164.	Objection	King William Street, Bayswater	I am a nearby resident and I object to the proposed nine-storey mixed-use development at 7–11 King William Street, Bayswater (72 dwellings). I ask that the application be refused. My objection is not to social and affordable housing, which I support. It is to an over-scaled building that relies on stacking multiple major departures from the Bayswater Design Guidelines onto a small, constrained site — and to the proposition that the surrounding community should absorb those impacts because they suit the proponent's funding model. 1. The departures are substantial, not minor. The proposal seeks nine storeys (up to 30.9m) against an eight-storey, 25m limit; only 24 parking bays in lieu of the 76 required; a tower setback of 3m in lieu of 9m at Levels 8–9; and visual privacy setbacks cut to 3m in lieu of 9m across Levels 4–8. Each of these is a significant variation on its own. Granted together, they amount to a fundamental rewrite of the controls that apply to this precinct, not a discretionary fine-tuning of them. 2. The expert design body does not support it. The Design Review Panel resolved that it is not supportive of the proposal in its current form, expressly citing building bulk, limited access to natural light and reduced internal amenity. When the panel charged with assessing design quality reaches that conclusion, the application has no business proceeding to approval. Its concerns should be determinative, not noted and set aside. 3. A 52-bay parking shortfall will be borne by the neighbourhood. Providing 24 bays where 76 are required does not make the demand disappear; it pushes it onto surrounding residential streets and the adjoining public car park. Proximity to the station does not justify a deficit of this magnitude, and existing residents and traders should not be left to manage the overflow. 4. Direct amenity harm to neighbours. Halving the required tower and visual-privacy setbacks to 3m

No	Support/ Objection	Location	Comments
			will result in overlooking, loss of privacy and overshadowing of adjoining properties. These impacts have not been adequately justified. 5. Funding requirements are not a planning justification. The planning report concedes that key decisions — height, parking, setbacks and the 72-dwelling yield — have been shaped by the HAFF funding arrangement rather than by what is appropriate for this site. That is an admission that the building is being sized to the funding, not to the locality. It is not a proper basis for granting discretion. The right outcome is a development that complies with the height, setback and parking provisions and that satisfies the Design Review Panel. The current proposal does none of these things. I ask that it be refused, or at minimum returned for substantial redesign before any approval is contemplated. Thank you for the opportunity to comment.
165.	Objection	Roberts Street, Bayswater	I am a long term resident of Bayswater, I take an interest in all matters that concern the ongoing development and amenities of this significant long established historical character suburb. Firstly I wish to acknowledge and object to what I believe to be the very short time frame for responses for the proposed development of 9 to 11 King William Street Bayswater and to voice my objections to the said Development as proposed. Some of my concerns relate to the scale, green credentials and overall impact to the neighbourhood and its character and the potential effects on the amenity enjoyed by the existing residents. Whilst I acknowledge the need for additional housing including some social housing in the Bayswater area, I believe my concerns/objections regarding this proposal and its compatibility with the surrounding suburb are evidence based and credible. It must be noted that this Development does not comply with current developmental guidelines. In my opinion the development represents a significant over-development of the site and fails to adequately respond to the character and planning of this established suburb. The departure from planning framework raises serious concerns about the overall impact on neighbourhood amenity, streetscape & identity and charm. This proposal :- • Exceeds the applicable height requirements • Does not comply with setback provisions - thereby causing overshadowing • Provides totally inadequate parking - this will directly affect the suburb and neighbourhood streets • Requires the removal of 2 existing Council Registered Heritage Buildings & a significant tree

No	Support/ Objection	Location	Comments
			- Inadequate street parking for proposed businesses and no allowance for delivery or maintenance - vehicles that will most certainly be required in a complex of this size To achieve excellent green credentials there would need to be 35% or more high quality green space rather than small planting walkways and strips. I am unaware if there is any provision for solar but there should be. The token placement of an old Meters Stove certainly doesn't acknowledge the Heritage of this area and the removal of such a significant tree as the Jacaranda is extremely concerning. I ask where is the planning merit for these deviations and inadequacies? The fact that the development is proposed to be 100% social and affordable housing does not in itself justify departures from established planning requirements. Planning controls exist to ensure that all developments regardless of tenure or ownership achieve appropriate outcomes for both future occupants and most importantly existing community. Australian Housing and Urban Research suggest that concentrated disadvantage can contribute to poorer social and economic outcomes, The concern is not social or affordable itself rather substantial research cautions against concentrating a high proportion of socio-economically disadvantaged within a single development. Perhaps a more balanced tenure mix would promote better community integration. If we the community do not champion the cause of saving our street scapes they will be lost for ever.
166.	Objection	Burnside Street, Bayswater	- Yes to an 8 Storey Development in King William St - NO to a development that exceeds its street frontage setbacks (not concerned with side DEFINITE NO to 26 car bays for 72 apartments. How dare you subject people living in those apartments to deterministic views on access by public transport (PT). Unfortunately though PT is pretty good in Perth, it doesn't get you everywhere. These tenants need the same opportunity as everyone else to own a car and have access to reliable transport that will get them to where they want to go, not where PT determines where they CAN go. The shopper car park to the rear of the building has been paid for by ratepayers - it's not for use by developers who can't make the financials stack up (mentioned in the report for this development's use, so they are relying on it). - Activation of Street front is 50% privately owned for the tenancy community only. That's exclusive use and not the commercial vision that anyone had for this frontage along King William St. I have also attached a building review with comments.

No	Support/ Objection	Location	Comments
			• This development requests too many variations and does not contribute to the vision for King William St Bayswater and the town centre. I don't think it should set a precedent. • It claims to foster social connection: I would question that when 50% of its frontage is dedicated to an exclusive community space for the residents. That 50% does not contribute to the rest of the community in Bayswater. It probably should have been a commercial and public space – not an exclusive use space. The “belonging” it refers to is 50% exclusive. • The new “laneway” link to the actual laneway at the rear of the buildings has zero activation and zero universal access from King William Street. Who will use it? What is the reason to use it? There's nothing there “to go to” unless you live in the first few levels of the development and are in good enough health to use the stairs. It does not contribute anything to the public arena of King William Street. • The active frontage is set back. Which is not the pattern of the commercial spaces on King William St. • The height response is not compliant. I support every developer maximising the development of their property – but not over developing – which is what this development is doing. Sorry but it's not going to win any architectural awards to earn any reward of any extra height. • setbacks). Requires more articulation, more robust materials. • The apartments themselves are reasonably laid out. Although the deterministic approach to “community spaces” raises the question whether we have learned anything about social architecture in the last 50 years. • The two sides of the building are in “batten profile” metal cladding – this is a cheap finish and has little endurance quality and is prone to impact damage. The external cladding should be far more impact resistant and of a higher quality. • The vertical spines between balconies are concrete blockwork – will they be painted? What sort of colour could be expected if not painted? Although a robust material it is a high-cost maintenance item if painted and if raw, can have a low value architectural appearance. • The kitchens are poorly laid out. Fridge and pantry around the corner from the kitchen bench. There is no increase in size of the kitchen between one and two bedroom units.

No	Support/ Objection	Location	Comments
			that would attract the Bayswater general community. The only universal access that is from an unlit laneway at the rear of the property. Placing a BBQ in a laneway does not “activate” it. COMMUNAL AMENITY Shared Ground: Blurring Public and Private Life The first floor operates as a shared social layer, where communal spaces are carefully interwoven with circulation and landscape. These environments blur the distinction between public and private, creating opportunities for interaction between residents and the broader community. This layered approach fosters social cohesion, supporting both incidental encounters and intentional gathering, while strengthening the building's role as a connected and inclusive place.  KIN & DUNE RA • Who is going to look after all that imagined greenery? It's hard enough to maintain in a completely privately own complex... • Are they really imagining metal expanded screens as fall protection? The cost of maintenance would be absurd. 

No	Support/ Objection	Location	Comments
			LOCAL GESTURE Laneway Recast: From Back-of-House to Living Street The right of way reinterprets the historic Baywater laneway as an activated, human-scaled public realm. Back-of-house conditions are transformed into front door addresses, with direct connections to parking and pedestrian movement. An internal laneway extends and stitches into the existing network, forming a continuous ribbon of streets that amplifies local area identity. Layered thresholds, lighting, and active edges create a safe, legible and engaging environment that embeds the building within Baywater's evolving cultural fabric.  • Interesting that the Design Review Panel is not supportive in its current form. • Over height by this diagram  • And setbacks should probably be like this to be compliant:

No	Support/ Objection	Location	Comments
			 - You can read here that the height is needed for building financial viability not for any other reason. p26 Planning report 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. - And page 41 <i>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</i>

No	Support/ Objection	Location	Comments
			<i>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.</i> • So why not build less # of apartments and fit into the Design Guidelines AND the HAFF requirements. • Side setbacks also don't comply – but I'm not overly worried about those. • I don't think I agree with this statement – as far as I can read the entire sides of the building is metal clad. P30 (129) and I don't think it's a robust cladding. 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. • Car Parking: and here you have it p 43 Planning report. <i>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.</i> Unfortunately <i>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-served activity centres. The Design Review Panel has reviewed and supported this approach.</i> • Note: Screenshot of Facebook commentary on proposal redacted due to privacy.

No	Support/ Objection	Location	Comments
167.	Objection	Murray Street, Bayswater	I object to the proposed development at 7–11 King William Street, Bayswater on the basis that the applicant has not adequately demonstrated that the proposal achieves the Design Excellence outcomes required under the METRONET East Redevelopment Scheme and applicable Design Guidelines. While higher-density redevelopment is anticipated within the Core Precinct, the Scheme does not provide a blanket justification for excessive height, reduced setbacks, diminished building separation or the erosion of local heritage character. Rather, developments seeking departures from the Design Guidelines must clearly demonstrate that superior design outcomes are achieved and that any resulting impacts on amenity, heritage, functionality and the public realm are appropriately addressed. In this case, the proposal seeks substantial departures from key Design Guideline requirements relating to building height, setbacks and building separation. Importantly, these departures occur in precisely the same areas repeatedly identified by the Design Review Panel as requiring further resolution, including building bulk, massing, building separation, daylight access, internal amenity, privacy, ventilation and communal space functionality. Although the applicant has undertaken a series of design refinements, the documentation primarily demonstrates improvement relative to previous iterations rather than demonstrating that the underlying concerns have been fully resolved. Many of the proposed design responses appear to operate as mitigation measures for the consequences of increased height, reduced setbacks and intensified development outcomes. The proposal's claimed Design Excellence must therefore be assessed not only against architectural presentation, but also against its practical impacts on heritage values, residential amenity, parking demand, traffic generation, public realm quality, community infrastructure, environmental performance and the long-term character of Bayswater. For the reasons set out below, I do not consider that the applicant has demonstrated that the proposal achieves the Design Excellence outcomes required by the METRONET East Redevelopment Scheme or that the significant departures from the Design Guidelines are justified. I live at on Murray Street, Bayswater, approximately 50 metres from the proposed development site, and will be directly affected by the proposal. The application seeks approval for a development comprising approximately 72 dwellings in a building of up to nine storeys and approximately 30 metres in height. To achieve this outcome, the proposal

No	Support/ Objection	Location	Comments
			relies on significant departures from normal planning expectations, including substantial reductions in parking provision, tower setbacks and visual privacy setbacks. The proposal also involves the demolition of heritage-listed buildings within the Bayswater Town Centre Heritage Area. Taken together, these departures indicate that the site is being overdeveloped. The proposed building is fundamentally out of scale with the established character of King William Street and the wider Bayswater town centre. Bayswater is not a generic metropolitan activity centre. It is one of Perth's most distinctive historic railway suburbs, valued for its heritage streetscapes, village atmosphere, walkability, historic commercial buildings, mature residential neighbourhoods, local businesses and strong sense of community identity. While the applicant proposes heritage interpretation measures, interpretation is not a substitute for the retention of genuine heritage fabric. Once heritage buildings are demolished, they are lost forever. The demolition of heritage-listed places to facilitate a nine-storey tower establishes a dangerous precedent for the future of Bayswater's heritage assets and undermines the very qualities that make the town centre unique. The proposal is also inconsistent with fundamental planning principles contained within State Planning Policy 7.0 and State Planning Policy 7.3, which seek development that responds appropriately to context, protects amenity, respects local character and achieves high-quality urban design outcomes. The development's excessive height, bulk and massing would create a visually dominant structure that overwhelms the surrounding built environment. The issue is not simply the building's height in isolation, but its overall scale, visual bulk, proximity to neighbouring properties and incompatibility with the established character of the area. The building would be experienced as a tower imposed upon a heritage main street rather than a development that responds sensitively to its surroundings. The proposal's reduced setbacks and visual privacy separations are particularly concerning. The purpose of setback controls is to protect privacy, reduce visual bulk, preserve solar access and ensure reasonable separation between developments. The proposed reductions undermine these objectives and will increase overlooking of neighbouring properties, private open spaces and residential windows. The concentration of dozens of apartments, balconies and viewing points within a single building creates a significant cumulative privacy impact for surrounding residents.

No	Support/ Objection	Location	Comments
			Similarly, the building's height and mass will inevitably increase overshadowing impacts on neighbouring properties and public spaces. Loss of sunlight, reduced solar access and increased visual enclosure will diminish residential amenity and alter the character of the surrounding area. Residents should not be expected to bear these impacts simply because a site is located near a train station. The proposal would also create substantial parking and traffic impacts that have not been adequately addressed. The development proposes only 24 parking bays for approximately 72 dwellings, commercial uses, visitors, service providers and support workers. This represents a significant shortfall. While the application assumes residents will rely heavily on public transport due to the proximity of Bayswater Station, this assumption does not reflect reality. Many residents will still own vehicles for work, family responsibilities, medical appointments, shift work, regional travel and everyday convenience. The inevitable consequence will be increased demand for on-street parking throughout the surrounding neighbourhood. This issue is of particular concern to me as a resident of Murray Street. Parking in the immediate area is already constrained. Residents regularly rely on available street parking due to the age and configuration of many existing properties. With an additional 72 dwellings and a substantial parking deficit, the surrounding streets—including Murray Street—will become the overflow parking area for residents, visitors, deliveries and service vehicles associated with the development. As someone living approximately 50 metres from the site, I have serious concerns that finding parking near my home will become extremely difficult, if not impossible, during many periods of the day. Existing residents should not be forced to compete with the occupants of a major apartment development for already limited street parking simply because the development has been approved with insufficient parking provision. The parking shortfall will also impact local businesses, visitors, tradespeople, carers and family members attempting to access nearby properties. The burden of accommodating the development's parking demand will effectively be transferred from the developer onto existing residents and the public realm. The proposal would also increase traffic movements, servicing requirements, delivery activity, waste collection operations and general congestion within local streets and laneways. While traffic modelling may conclude that the broader road network can technically accommodate additional vehicle

No	Support/ Objection	Location	Comments
			movements, this fails to address the day-to-day reality experienced by local residents through increased noise, congestion, parking competition and reduced amenity. The proposal further raises concerns regarding pressure on local infrastructure and community facilities. Seventy-two additional dwellings on a constrained site will increase demand on parks, public open space, schools, childcare facilities, community services, pedestrian infrastructure, waste management systems and public transport services. These cumulative impacts should not be dismissed simply because each individual development is considered in isolation. While social and affordable housing plays an important role in a balanced community, it should not be used to justify excessive planning concessions. The issue is not the future residents themselves, but whether a development of this scale and intensity is appropriate for the site. Good social and affordable housing should be integrated throughout communities in a manner that supports both residents and surrounding neighbourhoods. It should not require substantial departures from height, setback, privacy, parking and heritage expectations to achieve its objectives. Importantly, the Design Review Panel was not supportive of the proposal in its current form. This should carry significant weight. If the independent panel responsible for assessing design quality has identified fundamental concerns, those concerns should not be overlooked. There is also a long history of community concern regarding large-scale redevelopment proposals on this site. Previous proposals generated significant opposition relating to heritage demolition, excessive height, parking impacts and incompatibility with the established character of Bayswater. The current proposal does not resolve those underlying concerns. Rather, it repeats many of them on an even larger scale. Ultimately, this application asks the community to accept the demolition of heritage buildings, the introduction of a nine storey tower into a heritage precinct, significant planning departures, increased overshadowing, increased overlooking, reduced privacy, substantial parking shortfalls, increased pressure on local infrastructure and a permanent change to the character of Bayswater. Bayswater can accommodate growth without sacrificing the very qualities that make it special. Development should enhance the town centre, respect its history and contribute positively to the community. This proposal does not achieve that balance. For these reasons, I respectfully request that DevelopmentWA refuse the application.

No	Support/ Objection	Location	Comments
			Should approval nevertheless be contemplated, I request that the proposal be substantially redesigned to reduce its height and bulk, retain and adaptively reuse heritage buildings, comply with setback and privacy requirements, provide adequate parking for residents and visitors, minimise impacts on neighbouring properties, and better reflect the established character and heritage significance of Bayswater. The long-term value of Bayswater lies in its history, character, community and liveability. These qualities should not be compromised by a development that is clearly out of scale with its surroundings and dependent upon significant departures from accepted planning standards.
168.	Objection	Murray Street, Bayswater	The proposed 9 storey high rise development should not go ahead as it will have a negative impact on the local community. As it is there is limited parking in and around the village the proposed build would only exacerbate this issue. The local schools would not have the capacity to accommodate the increased number of school aged children associated with the "affordable" and "social" accommodation. The proposed 9 storey building would exceed the height limit for the local area. It would also have insufficient setback to conform with the local area requirements and the overall design is out of character for the existing town centre. With these points in mind, a more suitable location is needed for any such high rise development.
169.	Objection	Bayswater	This development is too many stories high to fit in with the surrounding streetscape. I'd rather see a development 4 stories high with car spaces for every resident. The proposed development does not allow for enough car spaces. It is not in keeping with the businesses close by. I'd like to see the heritage buildings preserved. It departs from several planning requirement that are there to ensure development respects the character, scale and liveability around it, particularly as it is in such a crucial location - the 'entry statement' to the heart of the town.
170.	Objection	Hamilton Street, Bayswater	The acceptable outcomes of the design guidelines should be adhered to and applied, including the setbacks and the height, otherwise this could lead to overcrowding of tenants and overdevelopment with a negative impact on the amenity of the area. The tower element should be redesigned to provide better articulation as per the design guidelines.
171.	Objection	Hill Street, Bayswater	I wish to lodge an objection to the proposed nine-storey mixed-use development at 7–11 King William Street, Bayswater. My primary concern is the significant shortfall in parking provision. The proposal includes 72 social and affordable dwellings but provides only 24 parking bays. Existing parking in the area is already under pressure, with residents and visitors regularly parking on nearby streets, including Hill Street, due to limited parking availability along King William Street.

No	Support/ Objection	Location	Comments
			The proposed ratio of one parking bay for every three dwellings is, in my view, inadequate and is likely to result in increased on-street parking demand in surrounding residential streets. This will directly impact existing residents, visitors and local businesses, creating congestion and parking difficulties in an area that already experiences parking shortages. I am also concerned that the proposed nine-storey height exceeds the precinct's envisioned building height of eight storeys (up to 25 metres). The additional height appears inconsistent with the intended scale of development for the area and risks setting an undesirable precedent for future developments. Bayswater is an established suburb with significant heritage character and many older homes that contribute to the area's identity. While I support appropriate redevelopment and increased housing opportunities, I believe developments should remain sympathetic to the existing character of the locality and comply with the planning framework established for the area. I also question whether the proposal represents the best use of this prominent site. Given its location, consideration should be given to providing additional commercial or retail opportunities, including activation along the walkway, to better support the local community and contribute to a vibrant town centre environment. I respectfully request that Development WA carefully consider the impacts of the proposed building height and the inadequate parking provision before determining this application.
172.	Objection	Veitch Street Bayswater	We welcome the opportunity to respond to the call for public comments relating to the DRAFT Development application for a mixed use social and affordable housing project at Lot 40-42 (No's 7-11) King William Street, Bayswater – Nine (9) Storey Mixed Use Development. Our family have lived and been Bayswater residents for 30 years, living approximately 200m distance from the town centre. (REDACTED). We are very familiar with Metronet, WA Development guiding principles and the intent of higher density policy. We would like to submit that we do not have an issue with higher density if it is undertaken with care and consideration of the existing heritage and liveability within the surrounding area. This Draft Development Application requires more due diligence and cannot be supported in its current form as it does not contribute to our community amenity or meet the current guidelines. We urge Development WA to reject this DRAFT development application in its current form.

No	Support/ Objection	Location	Comments
			The METRONET East Bayswater Project Area Design Guidelines has set the expectations for new development in the precinct, including: how buildings respond to local character, streetscape, access, heritage and amenity. This proposal falls short of meeting the guidelines and offers little to our community in its present form. Our key concerns are as follows: <u>Proposed height of 9 storeys is over development of this site, beyond the existing guidelines and reduces the amenity of our community.</u> This proposed variation to the Acceptable Outcomes does not meet the relevant Character Statement of the guidelines and therefore should not be approved. The proposed height of 9 storeys (up to 30.9 metres) for this site is over development, imposes upon nearby residential housing, exacerbates heatsink due to the narrowness of Whatley Crescent at this point, increases noise flow and imposes shadowing that will occur across the township and existing residential areas. The Developers' heritage assessment describes the Bayswater Town Centre as being consistent in scale - yet this proposal contradicts with this by proposing to construct a build of 9 storeys? At minimum this proposal must reduce the height of the building to meet the guidelines, if it sought to respond to local character, streetscape, access, heritage and amenity thereby adopting a more respectful approach to reduce to 6 storeys. In this way, working with the existing heritage buildings, the narrowness of the Lots, existing street and local typography. <u>Architectural merit is poor; it does not enhance our neighbourhood nor improve amenity. The external façade of the design of the build does not complement existing heritage Federation builds, there is no creative effort to consider the surrounding heritage in material, style or design. Heritage, streetscape and placemaking has not been addressed in the co-design nor given priority.</u> In the Heritage Assessment 4.2 it states clearly Bayswater has an aesthetically pleasing and cohesive streetscape with a strong identifiable character that is largely consistent in form and scale. Yet there is little evidence in this proposed building design throughout and particularly the buildings facades. The proposal to incorporate the old Meters Stove in the building somewhere is a gesture which reflects little understanding of the rich texture of the Aboriginal history of our First Peoples given Beeralain (Bayswater) was a key meeting area with profusion of Moojar tree, food availability, fishing traps and paths to river lands of Yagan, Yellagonga and Munday- Beeralain thought to be initiation of

No	Support/ Objection	Location	Comments
			the Yellagonga nation. There are and were many places of significance which have now been destroyed by insensitive development. McLeish's building has stood the test of time it reflects the agricultural history of the district, the first farms including the dairy industry, horse racing, saddlery, farming of cow and sheep which were present. Later market gardening, fruit growing and later rose growing of the horticultural industry. Removal of this building is significant to our story. This proposal gestures at heritage yet deliberately diminishes the relevance and viability of incorporation of the existing buildings on 7-11 King William Street, Bayswater. We have watched in despair as the owner of the site has not maintained nor sought to reinstate the heritage and has been allowed the site to be further degraded since it took ownership. Bayswater celebrates its 200th anniversary in 2032 of early colonial settlement. We would like to see, if our physical heritage cannot be retained, at least reference to the areas rich story. The naming of the building and laneway should be re considered to reflect this history. This DRAFT Development Application draws no link nor connection to our place. The METRONET East Bayswater Project Area Design Guidelines, is meant to set expectations for new development in the precinct, including how buildings respond to our township and this proposals street level does not meet expectations. Therefore, this DRAFT Application cannot be supported in its present form. <u>The boundary setbacks do not meet acceptable outcomes and visual privacy setbacks of 3 metres in levels 4-8.</u> The lack of setbacks does not support the interplay between heritage and retain human scale and reduce over shadowing. In the DRAFT proposal the diagrams provide clear indication of the extent of the shadowing between morning and afternoon resulting it will have a significant impact upon the amenity and feel of the older township. Guidelines Chapter 3.3 the Objectives of Street scape includes "New development will be respectful to the architectural, social and historic character and appearance of the streetscape and make a lasting contribution to enhance coherence, character and attractiveness of the natural and built elements of the street it belongs" This DRAFT Application Proposal refers to this build at this site as the "block "a term which exemplifies the impact this present design brings to King William Street. It is clearly too high a build, does not have staggered balconies, nor does it present itself in a way to human scale or street

No	Support/ Objection	Location	Comments
			integration larger setbacks to upper levels and alongside heritage builds enable softer and respectful interplay. The rectangular box appearance towering out of this site with narrow balcony's facing residences and the main street, reduces amenity alongside the character. It does not contribute to the township in its current form and is likely to create a heat sink in summer and a wind tunnel effect due to the narrowness of King William Street and combined height and block shape. <i>This proposal does not meet the objectives of the guidelines and therefore should not be approved.</i> <u>The proposals inclusion of a pedestrian connection through the site between King William Street maintenance, lighting, security and management responsibility is unclear and may have negative ongoing reductions in amenity and safety for our community.</u> Since the train station expansion there has been a reduction in our sense of safety and ongoing issues of graffiti, gang youth violence, anti-social behaviour, crime and muggings. The proposed inclusion of a pedestrian connection through the site between King William Street and the rear right-of-way may lead to "darkened alley way" through which residents' safety and amenity is reduced. <i>We ask whose responsibility will it fall to ensure this area is maintained, clean, well-lit and used in an appropriate manner?</i> While it is intended to improve movement through the site and create a more active connection with the surrounding town centre experience does not demonstrate this benefit. More clarification is required and better catering for those who may need support in access to pick up and drop off areas, for taxis and disabilities need to occur nearby this building. How will this be achieved without creating further congestion, noise and be safely under taken. This proposal needs to address this aspect of this application. Thereby we cannot support this current application for development based on contributing to congestion, noise and safety of residents. <u>The insufficient parking allowance will create a flow on congestion - 24 bays is inadequate, given there are 72 dwellings as well as visiting services and retail.</u> It is highly likely that the shortfall in car parking provision will result in parking of vehicles in nearby streets This is not acceptable and contributes to further congestion and road safety concerns. There is inadequate response to the number of bicycles and alternative forms of transport. The Transport impact statement provided by the applicant is inadequate and makes several assumptions, which do not align with the residents' needs nor locality. Locally there is only a small provision IGA so residents will be needing to travel further afield to secure shopping, medical supports and services which are not within walking distance. It is strongly evident that parking concession

No	Support/ Objection	Location	Comments
			provided to developers result in direct negative impacts to nearby residents in many of these over developed sites, with local government and residents being negatively impacted upon. This development includes building managers, a commercial operation and is likely to require several services attending to support residents all of which 24 hours is insufficient. This proposal has several shortfalls and inadequacies about parking and does not meet 2.2 of the Transport impact statement impact upon surrounding developments. This aspect of the proposal needs to be more thoughtfully addressed, to reduce congestion and the flow over of parking within the precinct - which is already under pressure. <u>Does not provide “a mix” of apartments to support family living, nor culturally appropriate - with planned 1 or 2 bedrooms.</u> Does not enhance our neighbourhood nor improve amenity. There is little additional benefit or contribution that this build brings to our community. Does not provide “a mix” of apartments to support family living. There is little diversity in the apartment build i.e. no 3 bedroom apartments that caters for family and this suggests little opportunity for low income earners with children to come and live within our community. The apartments seem inadequate in supporting cultural needs and aging needs of people for long stays and integrating within our community. Heritage significance of place will be adversely affected with the removal of two historic builds of two different eras a house 1905 and a Grains store 1908. Architectural merit is poor in responding to sense of place and the narrowness of King William Street as a pathway and existing heavy congestion of peak vehicles, pedestrian walkability and flow through traffic of busses and trucks. The external façade of the design of the build does not complement existing heritage Federation builds, contributes to the street scape nor utilises materials which respond to the existing local heritage buildings. There is limited integration and the external design of the building does not enhance the streetscape - it simply locates itself within the landscape and dominates the overall feel and look of the township. In this way I believe this proposal is inadequate and should not be supported. <i>Does this proposal meet the needs of the residents for who the project is designed and does this project achieve improvement to amenity and complement existing community?</i> <i>This proposals variation does not meet the Objectives of the Guidelines and on this bases should not be supported.</i>

No	Support/ Objection	Location	Comments
173.	Objection	Hamilton Street, Bayswater	Thank you for the opportunity to comment on DA 2600108 (7-11 King William Street, Bayswater). We are residents of (REDACTED) Hamilton Street, situated behind the proposed development. We consider that the proposal, in its current form, represents an overdevelopment of the site and fails to demonstrate orderly and proper planning consistent with the objectives of the METRONET East Redevelopment Scheme and the broader planning framework. Our concerns are outlined below. 1. Excessive Height, Bulk and Scale The proposal seeks approval for a substantial multi-storey development reaching approximately 30.5 metres in height and comprising 72 residential dwellings on a relatively constrained site. The scale and intensity of this development is excessive when considered against the existing character of King William Street and surrounding development. The proposal is inconsistent with the heritage objectives of the Bayswater Town Centre Structure Plan and fails to demonstrate the sensitive built form response required within the southern heritage precinct. The Structure Plan states that Bayswater Town Centre should be a "vibrant, green, transit oriented and economically sustainable neighbourhood centre, that exemplifies quality and innovative development solutions whilst respecting local character and heritage" (Section 1.2, p.11). The proposal does not adequately achieve this balance. While higher density development is supported in principle, the proposed 9 storey built form places excessive emphasis on yield and scale at the expense of heritage character. The Structure Plan further identifies the southern portion of the Town Centre as "the traditional focus of the Town Centre" and acknowledges that it "contains a high proportion of local heritage listed places, which requires more sensitive consideration of built form outcomes moving forward to ensure the successful integration of new and old" (Section 4.1, p.25). The subject site is located within this heritage-sensitive precinct. Rather than demonstrating a sensitive transition between historic and contemporary development, the proposal introduces a building of substantial bulk, height and scale that overwhelms the established fine grain character of King William Street. The complete replacement of the existing heritage streetscape with a building rising to 9 storeys and approximately 30.5 metres in height is not an example of the "successful integration of new and old" envisaged by the Structure Plan. The issue is not simply the demolition of existing buildings, but the scale of the replacement development. The proposed height, massing and building envelope are significantly greater than the traditional built form that defines this part of the Town Centre. As a result, the development risks diminishing the prominence, legibility and character of the surrounding heritage area rather than complementing it, specifically with the monolithic style proposed. While increased density may be more appropriate in other parts of the Town Centre, particularly those identified for more intensive redevelopment north of

No	Support/ Objection	Location	Comments
			the railway line, the Structure Plan clearly anticipates a more measured and context responsive approach within the heritage rich southern precinct. The proposal fails to demonstrate that the extent of the height variation, building bulk and overall scale are compatible with that strategic direction and is therefore inconsistent with the adopted planning framework. The proposal introduces a dominant built form that risks overwhelming the streetscape and creating an adverse visual impact that is not in keeping with the suburb. Independent concerns regarding the bulk, massing and scale of the proposal were identified by the Design Review Panel, which was not supportive of the proposal in its current form. 2. Inconsistencies and Lack of Clarity Regarding Building Height The planning documentation contains varying references to the proposed height and extent of variation sought. References are made throughout the application to a 9-storey building, an 8/9-storey building and a partial one-storey variation (pg. 5, 13, 14, 39 and 41-42). This creates uncertainty regarding the true extent of the departure from applicable planning controls and establishes a poor precedent for future development of the area. DevelopmentWA should require a clear and transparent assessment identifying: • The maximum building height proposed • The approved height controls applicable to the site • The precise extent of any variation sought • The planning justification for that variation Until this information is clearly established, the community and decision makers cannot properly assess the proposal and its impacts. 3. Significant Parking Deficiency The proposal provides only 24 parking bays for: • 72 residential apartments • Commercial tenancy uses • Visitors • Staff and service providers. This level of parking provision is significantly inadequate for a development of this scale and intensity, which is required to have 96 parking bays. While proximity to public transport may provide alternative options to vehicular transport for transportation, it does not eliminate vehicle ownership or parking demand. The likely consequence is increased pressure on surrounding streets and public parking facilities. These impacts are contemplated in the Traffic Impact Statement for the development, which

No	Support/ Objection	Location	Comments
			proposes that private residents of the proposed development could use the public parking facilities adjacent to it if the 24 parking bays provided for in the proposed development were taken — critically, this parking facility provides access to essential services, such as the Post Office, Bank, Grocery Store and Pharmacy. Given the number of possible residents in the proposed development, this usage by private residents would likely preclude their use by other Bayswater residents and members of the public, including more vulnerable persons, such as the elderly. In addition, this would also adversely impact local businesses and reduce the economic wellbeing of the Bayswater Town Centre by hampering general access to commercial tenancies and essential services. The application fails to justify that 24 parking bays are sufficient for the proposed development and fails to demonstrate how parking demand generated by the development will be managed without transferring the burden to the surrounding community, including its vulnerable members. 4. Unresolved Servicing and Infrastructure Matters The Planning Report acknowledges that residential servicing from the rear Right-of-Way (RoW) is to be undertaken by the City and "will need to be confirmed as part of the application". This indicates that a critical operational component of the development remains unresolved. The proposal relies heavily on the RoW for vehicle access, servicing and waste management, yet there is insufficient evidence that the existing RoW can safely and effectively accommodate these functions without resulting in adverse impacts on neighbouring properties, traffic movements, pedestrian safety and public amenity. Approval should not be granted until the servicing arrangements have been fully assessed and formally confirmed. This raises concerns regarding: • Waste collection • Loading and servicing arrangements • Vehicle access • Essential infrastructure capacity • Long-term operational impacts on adjoining landowners and public assets. 5. Design Review Panel Concerns Remain Relevant Of particular concern is the fact that the Design Review Panel did not support the proposal in its current form. We agree with the Panel's assessment that significant concerns remain regarding the scale of the development, including its height, massing, internal amenity outcomes and its relationship to the surrounding built and heritage context. The Panel identified concerns relating to: • Building bulk and massing

No	Support/ Objection	Location	Comments
			• Daylight access • Internal amenity • Building separation • Privacy impacts • Functionality of communal spaces • Quality of the pedestrian link • Overall design resolution While the applicant has attempted to address these matters, many responses contained within the report rely upon future refinement, future detailed design or future technical assessment rather than 'demonstrated outcomes'. DevelopmentWA should exercise caution where key design issues remain unresolved at the development application stage. 6. Heritage The proposal results in the complete demolition of buildings located within the METRONET East Bayswater Heritage Area, which is identified as a place contributing to the cultural heritage significance and sense of place of the Bayswater Town Centre. The heritage justification relies heavily on arguments of poor condition and alteration, without adequately considering the collective streetscape value, contributory role, or adaptive reuse potential of the existing buildings. The assessment is therefore overly narrow and does not properly address precinct-based heritage significance. In addition, the proposal lacks a meaningful investigation of retention, facade integration, or adaptive reuse options, instead defaulting to full demolition supported primarily by archival recording and interpretation measures, which is not consistent with best practice heritage planning principles. 7. Crime, CPTED Compliance and After-Hours Safety Concerns The proposed development raises significant concerns in relation to Crime Prevention Through Environmental Design (CPTED), after-hours safety, and the adequacy of the information provided to demonstrate that the development will not contribute to increased opportunities for crime or antisocial behaviour within and around the site. The proposal acknowledges that the design should be supported by a CPTED report prepared by a suitably qualified expert. However, the proposal is not supported by a detailed, site-specific CPTED assessment forming part of the application documentation. Rather, the proposal merely asserts that "design excellence" will establish a high degree of implicit safety through built form and landscape design. CPTED principles should be

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			demonstrably embedded in the design response at the time of assessment, rather than relying on general design quality statements. In particular, in our view, insufficient detail provided regarding: • The efficaciousness of passive surveillance in mitigating antisocial behaviour across all public and semi-public interfaces • lighting design standards and coverage during night-time hours • the treatment of concealed or low-visibility areas within communal spaces • access control and security management outside of peak or staffed hours • ongoing responsibility for maintenance of safety critical design elements Without this information, it is not possible to be satisfied that the development adequately addresses risks associated with this development, particularly in higher-density residential environments where multiple users, visitors, and movement are expected. Broader criminological research supports the importance of these design considerations. The Australian Institute of Criminology (AIC) has consistently highlighted that crime risk is influenced by a combination of environmental design, surveillance, and place management. In particular, 1 environmental criminology research indicates that poorly defined boundaries between public and private space, limited passive surveillance, and weak place management can contribute to increased opportunities for anti-social behaviour and property-related offending. These principles reinforce the need for detailed, evidence-based design responses at the development approval stage. Recent publicly reported concerns regarding the social housing complex in Inglewood, including coverage by the ABC, highlight ongoing community safety and amenity issues reported by nearby residents and tenants. These reports describe repeated incidents of antisocial behaviour, perceptions 2 https://www.aic.gov.au/publications/tandi/tandi476 1 https://www.abc.net.au/news/2025-05-15/inglewood-social-housing-residents-need-support-2 advocatessay/105292596 of reduced safety, and ongoing engagement between residents, WA Police, and government agencies in response to those concerns. While the circumstances are complex and involve a range of social and behavioural factors, the issues present at Inglewood illustrate the importance of ensuring that higher-density social housing developments are supported by robust CPTED design principles, clear separation of public and private space, strong passive surveillance, and effective on site management and tenancy support frameworks. Importantly, the reporting above also reflects broader policy discussions about the need for integrated responses, combining housing provision with adequate support services and place management, so that safety and amenity outcomes are addressed through design and governance at the outset rather

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			than relying primarily on reactive intervention after occupation. While social housing is an essential component of housing provision, planning decisions must ensure that built form, density, and spatial design do not unintentionally create environments where reduced surveillance or insufficient activation contribute to avoidable safety issues. This is specifically important as the proposed development is situated next to Bert Wright Park Playground and KintoCo Early Learning Centre as well as Victoria Carlton Centre. Accordingly, the proposal does not adequately demonstrate that crime prevention outcomes have been properly designed into the proposed development in a transparent and evidence-based manner. A comprehensive CPTED report and clear, enforceable design responses to after-hours safety risks should be required before the application can be properly supported. 8. Inconsistency with Orderly and Proper Planning Clause 5.19 of the METRONET East Redevelopment Scheme requires consideration of whether a proposal is consistent with orderly and proper planning and whether it would adversely impact the amenity of the locality. In my view, the proposal fails to satisfy these requirements for the reasons outlined above. Good planning requires development to balance growth with amenity, infrastructure capacity and community expectations. This proposal prioritises development yield over these critical considerations.
174.	Objection	Whatley Crescent, Bayswater	Thank you for the opportunity to review and comment on the development proposed for 7-11 King William Street Bayswater. I would like to preface this submission recognising the need for low-income housing nationally. I support the provision of social housing to the community but have grave concerns around the concentration of social housing proposed in the development, the lack of management plans, as well as the development's size and scale relative to the town centre and local environs. These concerns are grouped into six themes explored further below: • the development concentration of disadvantage; • the lack of support services; • design features that amplify social risk in an area subject to increased levels of antisocial behaviour following the train precinct redevelopment; • the sensitive and unsuitable area for such a development • inadequate governance and long-term management; • the proposed development's poor alignment with DevelopmentWA and WAPC assessment criteria.

No	Support/ Objection	Location	Comments
			I believe the proposal provides excessive reliance on transit service proximity and the provision of a limited social good (a roof) to offset material downside risks to both the tenants of the development and the community in which the development is proposed. Absent from the proposal is a social impact study on the proposed development's tenants and the wider community. The development is substantially larger than a previous proposal roundly rejected by the local community at the same site. The area would benefit from invigoration, however, I do not believe this development or development on this scale is appropriate and would likely undermine efforts to activate the precinct. The development application does not provide any estimate of the number of residents who will occupy the 72 dwellings. This omission prevents proper assessment under SPP 7.0 and R-Codes, including community infrastructure needs, safety impacts, circulation capacity, communal space adequacy, and local service demand. Based on standard social housing occupancy rates, the building is likely to house between 72 and 150 residents, a scale that requires detailed modelling that has not been provided. While the development meets a narrow physical need, it does nothing to support meeting the social need and presents potential risk to both residents and the wider community through the lack of support services for tenants. The proponent has made no effort through a social impact assessment to identify or address the downside risks associated with its proposal. This is a material shortcoming in the proposal. I do not support the development for this location and encourage Development WA to reject the development. I believe the proposed development needs to be substantially reduced if the development is to entirely apply to low income and disadvantaged tenants, it ought to require a commitment from the developer who intend to retain ownership of the site to provide appropriate support services for its tenants through a dedicated and enforceable commitment to a social infrastructure plan. I have attached a summary of my major concerns with the development based on the State Planning Policy 7.0 and 7.2, the residential design code, and international social housing evaluation frameworks. The proposal as drafted appears to have gaps and areas of misalignment with the state planning framework and poses foreseeable risks to both tenants and residents and the Bayswater town centre. <u>Concern 1. Concentration of Disadvantage</u>

No	Support/ Objection	Location	Comments
			The proposal concentrates 72 low-income adult households in a single, unsupported building. Extensive research shows that clustering large numbers of low-income households in one location increases exposure to disorder, reduces perceived safety, elevates chronic stress, weakens social cohesion, and increases stigma and social isolation. Sampson's neighbourhood-effects research shows that concentrated disadvantage reduces the shared capacity of residents to maintain order, which increases visible disorder, conflict, and fear of crime (Sampson 2012; Sampson, Raudenbush & Earls 1997). Ross and Mirowsky (2001) demonstrate that adults living in disadvantaged environments experience higher psychological distress, even when individual characteristics are controlled for. Research on mono-tenure social housing shows that such developments often become symbolically marginalised, harming both residents and the surrounding centre (Lupton 2003; Wacquant 2008). This proposal introduces a highly visible, high-risk concentration of disadvantage into a small town centre with limited service capacity. Critical mitigating elements that might offset these risks are absent from the design and operational concept, effectively outsourcing the proposal's downside social risks to the community. <i>SPP / R-Codes Mapping</i> • SPP 7.0 – Principle 1 (Context and Character): The social intensity does not fit the fine-grain, heritage main street context. • SPP 7.0 – Principle 7 (Community): Concentrating vulnerable adults without support does not promote community wellbeing. • SPP 7.0 – Principle 10 (Safety): Concentrated disadvantage increases opportunities for conflict and anti-social behaviour. • SPP 7.2 – Land Use, Density, Community Infrastructure: The precinct lacks the social infrastructure required to support this population. • R-Codes 2023 – Clauses 3.2 (Site Planning), 3.3 (Building Height), 4.5 (Visual Privacy), 4.6 (Noise): The scale and intensity are not appropriate for the site. <u>Concern 2. Lack of Support Services</u> High-density social housing for vulnerable adults requires embedded or closely integrated support services such as mental health support, tenancy support, and community services. This proposal includes no provision for such services in a central location that will significantly affect the wider community.

No	Support/ Objection	Location	Comments
			International and AHURI-aligned research shows that tenancy sustainment improves significantly when support services accompany housing, particularly for tenants with mental health challenges or complex needs. Housing First programs achieve 80–90% tenancy sustainment when permanent housing is paired with ongoing support (Padgett, Henwood & Tsemberis 2016). Australian research confirms that vulnerable tenants experience far fewer tenancy breakdowns and significantly reduced police, ambulance and emergency department contact when support is provided (Flatau et al. 2020; Larimer et al. 2009). Pawson et al. (2020) show that management quality and access to support services are critical determinants of stable tenancies in social housing. International evidence shows that on-site caretakers and concierge services reduce anti-social behaviour and neighbour conflict (Cole & Goodchild 2001; Lupton 2003). The New Zealand Social Investment Agency's <i>Measuring the Impact of Social Housing</i> report (2022) shows that social housing outcomes depend on coordinated service interactions and support systems, not simply the provision of dwellings. Without support, high-density social housing generates disproportionate demand on police, ambulance, and local government services (Randolph & Holloway 2005). In this location, the police station has no after-hours staffing, the site is near a school, and the precinct already experiences antisocial behaviour associated with the transit nexus around the station. <i>SPP / R-Codes Mapping</i> • SPP 7.0 – Principle 7 (Community): No support services are provided to meet resident needs. • SPP 7.0 – Principle 10 (Safety): Behavioural and safety risks are unmanaged. • SPP 7.0 – Principle 4 (Functionality): A building of this scale requires an operational model; none is provided. • SPP 7.2 – Community Infrastructure: The precinct lacks the services required to support this population. • R-Codes 2023 – Clauses 4.4 (Communal Open Space), 4.10 (Circulation and Access), 4.12 (Waste Management): No spaces or facilities support community development or service delivery. <u>Concern 3. Design Features That Amplify Social Risk</u> The breezeway design—external corridors running past bedroom windows and front doors—creates serious risks for privacy, noise, safety, and resident wellbeing. Train stations are well-documented hotspots for anti-social behaviour (Brantingham & Brantingham 1995). Following the Bayswater

No	Support/ Objection	Location	Comments
			Station redevelopment, local observations indicate increased loitering, conflict, and intoxication-related incidents. Placing vulnerable tenants directly adjacent to this environment amplifies risk. CPTED research identifies breezeways as high-risk spaces due to territorial ambiguity, loitering, and poor surveillance (Newman 1972; Cozens & Love 2015). Bedrooms looking onto shared walkways reduce privacy and increase noise exposure, which is particularly harmful for people with trauma or mental health issues. Laneway interfaces are known CPTED hazards due to low visibility and poor escape routes (Newman 1972). Station-adjacent locations are high-activity, high-risk interfaces that require strong management to avoid conflict and loitering. Without on-site management, these risks remain unmitigated. <i>SPP / R-Codes Mapping</i> • SPP 7.0 – Principle 6 (Amenity): Privacy and acoustic amenity are compromised. • SPP 7.0 – Principle 10 (Safety): Breezeways, laneway access, and station adjacency create CPTED risks. • SPP 7.2 – Movement and Access, Public Realm: The laneway and station interfaces are unsafe at a precinct scale. • R-Codes 2023 – Clauses 4.5 (Visual Privacy), 4.6 (Noise), 4.10 (Circulation and Access): External corridors are not appropriate for vulnerable tenants. <u>Concern 4. Sensitive and Unsuitable Area for Such a Development</u> The Bayswater town centre is a fine-grain heritage precinct characterised by narrow lots, small shopfronts, human-scale proportions, low-scale built form, and incremental development patterns. It has limited social infrastructure, a narrow laneway network, and a recently redeveloped train station that is also out of scale with the precinct. A 9-storey, 72-unit monolithic building disrupts this fine-grain structure and is incompatible with the established character envisaged under SPP 7.0 Principle 1. Urban design research shows that abrupt height and density transitions in fine-grain centres disrupt local character (Carmona et al. 2010), reduce perceived safety (Gehl 2011), and weaken social identity (Montgomery 1998). The precinct has struggled to recover from the station redevelopment with reduced accessibility (the local grocer for example), with an increase in petty crime and increased anti-social behaviour. Small centres with limited infrastructure are more easily destabilised by high-needs populations (Lupton 2003; Randolph & Holloway 2005). The combination of high concentration, design and location compounds risk. This is exactly the type of environment that

No	Support/ Objection	Location	Comments
			Sampson (2012), Wacquant (2008), and Randolph & Holloway (2005) identify as structurally vulnerable to disorder and poor outcomes. CHL's own development history shows that they typically deliver smaller buildings, lower-rise forms, mixed-tenure models, and developments in areas with stronger service ecosystems. The Bayswater proposal is an outlier in scale, intensity, and exposure, increasing operational and social risk. <i>SPP / R-Codes Mapping</i> • SPP 7.0 – Principle 1 (Context and Character): The development does not respond to the heritage main street context. • SPP 7.0 – Principle 7 (Community): The precinct cannot support the social needs of this population. • SPP 7.2 – Built Form, Land Use, Density, Community Infrastructure: The development is not aligned with precinct-level planning objectives. • R-Codes 2023 – Clauses 3.2 (Site Planning), 3.3 (Building Height): The site is not suitable for a building of this scale and profile. <u>Concern 5. Governance and Long-Term Management Concerns</u> There is no long-term management model for a building that will house a large number of vulnerable adults. Research shows that management quality strongly influences tenancy stability, neighbour relations, safety outcomes, and building condition (Pawson, Milligan & Yates 2020). Large unsupported buildings experience higher turnover, conflict, and complaints (Cole & Goodchild 2001; Larimer et al. 2009). Best practice in high-density social housing includes: • on-site or easily accessible staff • clear behavioural policies and management plans • community development strategies • partnerships with local services None of these are provided. <i>SPP / R-Codes Mapping</i> • SPP 7.0 – Principle 4 (Functionality): No operational model is provided. • SPP 7.0 – Principle 7 (Community): No measures support resident wellbeing. • SPP 7.0 – Principle 10 (Safety): Safety risks are unmanaged. • SPP 7.2 – Services and Utilities, Community Infrastructure: Risk is externalised onto local services.

No	Support/ Objection	Location	Comments
			<u>References</u> • Brantingham, P. L., & Brantingham, P. J. (1995). Criminality of place: Crime generators and crime attractors. <i>European Journal on Criminal Policy and Research</i>, 3(3), 5–26. (online) • Carmona, M., Heath, T., Oc, T., & Tiesdell, S. (2010). <i>Public places, urban spaces: The dimensions of urban design</i> (2nd ed.). Routledge. • Cole, I., & Goodchild, B. (2001). Social mix and the “balanced community” in British housing policy. <i>Geojournal</i>, 51(4), 351–360. https://doi.org/10.1023/A:1012579029585 (doi.org in Bing) • Cozens, P., & Love, T. (2015). A review and current status of Crime Prevention Through Environmental Design (CPTED). <i>Journal of Planning Literature</i>, 30(4), 393–412. (online) • Flatau, P., Wood, L., MacKenzie, D., Spinney, A., Thielking, M., & Steen, A. (2020). <i>Ending homelessness in Australia: An evidence and policy deep dive</i>. Centre for Social Impact. (Online) • Gehl, J. (2011). <i>Life between buildings: Using public space</i>. Island Press. • Larimer, M. E., Malone, D. K., Garner, M. D., Atkins, D. C., Burlingham, B., Lonczak, H. S., Tanzer, K., Ginzler, J. A., Clifasefi, S. L., Hobson, W. G., & Marlatt, G. A. (2009). Health care and public service use and costs before and after provision of housing for chronically homeless persons with severe alcohol problems. <i>JAMA</i>, 301(13), 1349–1357. (online) • Lupton, R. (2003). <i>Poverty Street: The dynamics of neighbourhood decline and renewal</i>. Policy Press. • Montgomery, J. (1998). Making a city: Urbanity, vitality and urban design. <i>Journal of Urban Design</i>, 3(1), 93–116. • Newman, O. (1972). <i>Defensible space: Crime prevention through urban design</i>. Macmillan. • Padgett, D. K., Henwood, B. F., & Tsemberis, S. J. (2016). <i>Housing First: Ending homelessness, transforming systems, and changing lives</i>. Oxford University Press. • Pawson, H., Milligan, V., & Yates, J. (2020). <i>Housing policy in Australia: A case for system reform</i>. Palgrave Macmillan. • Randolph, B., & Holloway, D. (2005). Social disadvantage, tenure and location: An analysis of Sydney and Melbourne. <i>Urban Policy and Research</i>, 23(2), 173–201. • Ross, C. E., & Mirowsky, J. (2001). Neighbourhood disadvantage, disorder, and health. <i>Journal of Health and Social Behaviour</i>, 42 (September), 258–276. • Sampson, R. J. (2012). <i>Great American City: Chicago and the enduring neighbourhood effect</i>. University of Chicago Press.

No	Support/ Objection	Location	Comments
			• Sampson, R. J., Raudenbush, S. W., & Earls, F. (1997). Neighbourhoods and violent crime: A multilevel study of collective efficacy. <i>Science</i>, 277(5328), 918–924. (online) • Social Investment Agency (New Zealand). (2022). <i>Measuring the impact of social housing</i>. (online) • Wacquant, L. (2008). <i>Urban outcasts: A comparative sociology of advanced marginality</i>. Polity Press.
175.	Objection	Bayswater	I am a Bayswater resident writing to share my concerns about the proposed development at 7–11 King William Street. While I fully support increasing the availability of social and affordable housing, I don't believe this proposal strikes the right balance between delivering much-needed housing and ensuring a high-quality outcome for residents and the surrounding community. There are a number of aspects of the proposal that I find concerning, including the scale of the building, the significant shortfall in parking, the reduced setbacks, and the apparent lack of adequate communal open space. These design compromises seem substantial, yet it is unclear how they will benefit either future residents or the broader Bayswater community. I encourage you to reconsider the current design and seek amendments that better reflect good planning principles. New housing should be well designed, provide a positive living environment, and integrate respectfully with the existing neighbourhood while maintaining appropriate standards for amenity, privacy, and infrastructure. This development will have a lasting impact on Bayswater, and I hope every effort is made to ensure it is one that the community and future residents can be proud of. Thank you for taking the time to consider my views. I appreciate your careful consideration of this proposal.
176.	Objection	Bayswater	I support the delivery of social and affordable housing in Bayswater and recognise the important role it plays in addressing housing needs within our community. However, I am concerned that the current proposal for 7-11 King William Street appears to prioritise development yield over the quality and liveability of the outcome. While increasing housing supply is important, it should not come at the expense of creating a well-designed development that supports both future residents and the surrounding community.

No	Support/ Objection	Location	Comments
			In particular, I believe further consideration needs to be given to the scale and bulk of the development, building setbacks, parking provision, and the broader social and community impacts. Addressing these matters is essential to ensure the project integrates appropriately with the local character and delivers a high-quality living environment for future tenants. I am also concerned that insufficient consideration has been given to transport, parking and day-to-day liveability for residents. The proposal does not appear to adequately address the needs of visitors, service and delivery vehicles, support workers, and other service providers who may require regular access to the site. In addition, the low level of parking appears to assume that residents can rely primarily on public and active transport options. While these modes have an important role to play, they do not adequately cater for the practical realities of everyday life. Many households need access to a vehicle, whether their own, a family member's, a support service, for activities such as grocery shopping, medical appointments and caring responsibilities. Parking within the Bayswater town centre is already extremely limited, and existing on-street parking is heavily utilised by residents, visitors, businesses and commuters. Any overflow parking generated by the development is likely to place additional pressure on surrounding streets and impact both existing residents and local businesses. Bayswater currently has limited options for undertaking a full weekly family grocery shop within easy walking distance of the site. Expecting residents to regularly rely on public transport to carry multiple bags of groceries is neither practical nor realistic and risks creating additional barriers for those the development is intended to support. A successful social and affordable housing development should not only provide housing supply but also ensure residents have convenient, dignified and equitable access to the services and amenities required for everyday living. Social and affordable housing developments should set a benchmark for good urban design, sustainability and community benefit. I encourage a review of the current proposal to achieve a more balanced outcome that prioritises quality, amenity and long-term community outcomes alongside housing delivery. Thank you for your consideration.
177.	Objection	Bayswater	I am writing as a Bayswater resident to express my concern about the current proposal for the development at 7–11 King William Street.

No	Support/ Objection	Location	Comments
			I strongly support the need for more social and affordable housing in our community. However, I do not believe the current proposal represents good planning or delivers the best outcome for either future residents or the surrounding neighbourhood. The scale of the development, the limited parking provision, reduced setbacks, and the lack of meaningful communal open space all raise significant concerns. It appears that the proposal is seeking substantial planning concessions without clearly demonstrating how these compromises will provide long-term benefits for residents or the wider community. I respectfully ask that this proposal be reviewed and amended to reflect better planning principles. A development of this importance should provide high-quality, dignified housing while integrating well with the existing neighbourhood and ensuring appropriate amenity, privacy, and infrastructure. Bayswater deserves thoughtful, well-designed development that supports both future residents and the local community. I hope you will carefully consider these concerns before any approval is granted. Thank you for your time and consideration.
178.	Objection	Bayswater	I support social and affordable housing in Bayswater, and I want to be clear about that from the outset. But my support for the principle does not extend to accepting this proposal as it stands. The current design for 7-11 King William Street is not good enough, and I do not believe it should proceed in its current form. It reads as a development built to maximise yield first, with the wellbeing of the people who will actually live there treated as an afterthought. That is not an acceptable basis on which to build housing for vulnerable residents. The proposal appears to give little real thought to how the building will actually function day to day. The lack of parking for resident visitors and deliveries, limited real light indicated through the need for growlights, the setback effecting required privacy and the concerning “common rooms”. These are the fundamental development standards being breached that are in place to determine whether people are given a genuinely liveable home or simply housed. As it stands, this proposal falls well short of what current and future residents deserve, and well short of what this community should be expected to absorb. The scale and bulk of this building, its setbacks, its parking provision and its impact on the surrounding community all need to be substantially revisited. Social and affordable housing should be held to a higher standard, not a lower one. It should give residents fair, dignified and practical access to everyday essentials and not leave them worse off than the rest of the community because the

No	Support/ Objection	Location	Comments
			design cut corners. This proposal, as it currently stands, does not meet that standard, and I do not believe it is acceptable for either current residents or the people who will eventually call this development home. I strongly urge a substantial review of this proposal before any approval is considered, with liveability and amenity given real weight alongside the push for housing numbers.

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Appendix 6

Recommended Conditions and Advice Notes

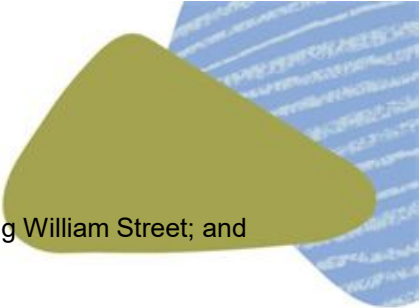
CONDITIONS:

1. The development is to be undertaken in accordance with the approved plans and documents attached to this approval, details of which are to be provided at planning condition clearance (working drawings) stage, to the satisfaction of the DevelopmentWA prior to the commencement of construction. The approved plans and documents of development are listed as follows:

Plan / Document Name	Ref.	Date Received
Cover Sheet	DA00.000, Rev B	10 July 2026
GFA Diagrams	DA00.201, Rev C	10 July 2026
NLA/NSA Diagrams	DA00.202, Rev C	10 July 2026
Context Plan	DA00.400, Rev C	10 July 2026
Existing Site Plan	DA00.500, Rev C	10 July 2026
Demolition Plan	DA00.700, Rev C	10 July 2026
Proposed Site Plan	DA00.800, Rev C	10 July 2026
General Arrangement - Floor Plan – Level Ground	DA01.101, Rev C	10 July 2026
General Arrangement - Floor Plan – Level 1	DA01.102, Rev C	10 July 2026
General Arrangement - Floor Plan – Level 2	DA01.103, Rev C	10 July 2026
General Arrangement - Floor Plan – Typical Level (Level 3 – Level 7)	DA01.104, Rev D	10 July 2026
General Arrangement - Floor Plan – Level 8	DA01.109, Rev A	10 July 2026
General Arrangement - Floor Plan – Roof	DA01.111, Rev C	10 July 2026
Building Elevation – North	DA03.001, Rev C	10 July 2026
Building Elevation – South	DA03.002, Rev C	10 July 2026
Building Elevation – East	DA03.003, Rev C	10 July 2026
Building Elevation – West	DA03.004, Rev C	10 July 2026
Building Section A	DA03.320, Rev C	10 July 2026
Building Section B	DA03.321, Rev C	10 July 2026
Building Section C	DA03.322, Rev C	10 July 2026
Building Section D	DA03.323, Rev C	10 July 2026
1 Bed – Apartment Types	DA04.100, Rev C	10 July 2026
2 Bed – Apartment Types	DA04.200, Rev C	10 July 2026
Overlooking Diagram	DA08.000, Rev B	10 July 2026
Shadow Diagrams – Winter Solstice	DA20.001, Rev B	10 July 2026
Shadow Diagrams – Summer Solstice	DA20.002, Rev B	10 July 2026
Landscape Report	C	06 May 2026
Arboriculture Report	-	06 May 2026
Waste Management Plan	25-1765, Rev 2	06 May 2026
Sustainability Strategy	P01	06 May 2026
Heritage Impact Statement	Final_01	06 May 2026
Transport Impact	C	30 June 2026
Assessment and Technical Note		

2. The applicant is to review the following aspects of the design to enhance amenity and functionality, in accordance with the Metronet East Bayswater Project Area Design Guidelines, with details to be provided at working drawings (conditions clearance) stage to the satisfaction of DevelopmentWA in consultation with its appointed Design Review Panel:
 - i. internal day light levels, demonstrated through updated sectional analysis;
 - ii. visual and acoustic privacy between dwellings and communal circulation areas;

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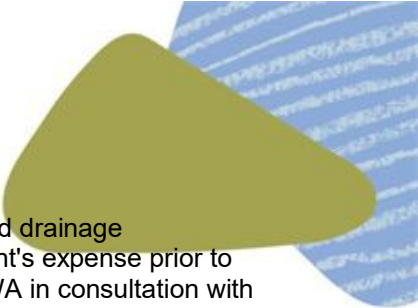
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- iii. balustrade treatments to the tower element addressing King William Street; and
 - iv. enhanced integration of the roof infrastructure.
- (Refer to Advice note c)
3. The development must not be occupied until the site has been amalgamated into a single lot and a Certificate of Title has been created, to the satisfaction of DevelopmentWA. (Refer to Advice Note d)
 4. A Stormwater Management Plan is to be submitted at planning conditions clearance (working drawings) stage to the satisfaction of DevelopmentWA in consultation with the City of Bayswater. (Refer to Advice Note e)
 5. All exposed parapet walls and walls adjacent to boundaries are to be finished to the same standard as the remainder of the development, to the satisfaction of DevelopmentWA. (Refer to Advice Note f)
 6. Elevations and specification detailing high quality materials, finishes and colours for the development, including “colour swatches” or material samples, are to be provided prior to planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA, in consultation with its appointed Design Review Panel. (Refer to Advice Note g)
 7. All service areas, service related hardware and piped or wired services (such as car park gates, plant areas, fire booster cabinets, service meters, exhaust systems and air-conditioning units) are to be designed as an integral component of the development or screened from public view, to minimise any detrimental impact on the architectural quality of the building and the public realm, details of which are to be provided at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer to Advice Note h)
 8. Windows and glazed areas are not to be provided with dark or reflective tinting, obscured glazing, visually obtrusive signage or with roller shutters/security blinds or other such devices, details of which are to be submitted at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA. (Refer to Advice Note i)
 9. Bicycle Parking and End of Trip Facilities are to be provided in accordance with Section 3.9 of the Bayswater Design Guidelines, details of which are to be provided at planning conditions clearance (working drawings) stage, to the satisfaction of DevelopmentWA. (Refer to Advice Note j)
 10. Crossovers, driveways, car parking, vehicle manoeuvring spaces and circulation areas are to be constructed, sealed, kerbed, marked, drained, and maintained in accordance with the approved plans and Australian Standard AS2890.01 to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater. (Refer to Advice Note k)
 11. A Wayfinding and Signage Strategy, detailing the proposed location and size of all external signage consistent with Development Policy 6 – Signage, is to be provided at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer to Advice Note n)
 12. A report from the Green Building Council of Australia, or a Sustainable Design Assessment Report from a suitably qualified professional, demonstrating that the proposal has been designed to achieve a minimum 5 Star Green Star rating, or equivalent, in accordance with Development Policy 1 – Green Buildings is to be provided at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA. (Refer to Advice Note o)
 13. A detailed report from a suitably qualified professional is to be submitted to DevelopmentWA at practical completion stage and prior to occupation of the building, confirming that all initiatives identified in the design certification and integral to the

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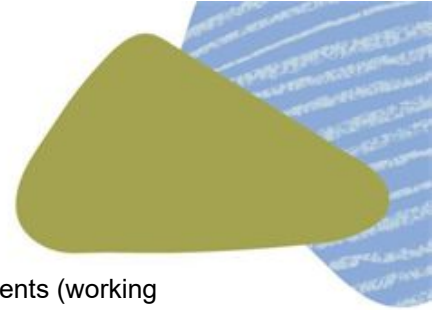
achievement of the minimum 5 Star Green Start rating (or agreed alternative) have been implemented, to the satisfaction of DevelopmentWA.

14. A revised landscape plan detailing both soft and hard landscaping elements and ongoing maintenance and management requirements in accordance with State Planning Policy 7.3 – Residential Design Codes (Volume 2), is to be provided at planning condition clearance (working drawings) stage and implemented thereafter, to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater. (Refer to Advice Note p)
15. Public art is to be provided in accordance with Development Policy 4 – Providing Public Art, details of which are to be provided at planning condition clearance (working drawings) stage and installed prior to occupancy to the satisfaction of DevelopmentWA. (Refer to Advice Note q)
16. Adaptable housing is to be provided in accordance with Development Policy 10 – Adaptable Housing, details of which are to be submitted at planning condition clearance (working drawings) stage and delivered prior to occupancy to the satisfaction of DevelopmentWA. (Refer to Advice Note r)
17. A final Acoustic Report and certification from a qualified acoustic consultant, confirming that the design, construction, and use of the development will achieve an appropriate level of sound and vibration attenuation in accordance with Development Policy 3 —Sound and Vibration Attenuation and State Planning Policy 5.4 Road and Rail Noise is to be submitted at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater. (Refer Advice Note s)
18. A report and certification from a qualified acoustic consultant are to be submitted at practical completion stage and prior to occupation of the building, confirming that all recommendations of the Acoustic and Vibration Report integral to achieving compliance with Development Policy 3 – Sound and Vibration Attenuation and State Planning Policy 5.4 Road and Rail Noise, have been implemented, to the satisfaction of DevelopmentWA in consultation with the City of Bayswater. (Refer to Advice Note t)
19. A final Waste Management Plan is to be submitted at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater. (Refer to Advice Note u)
20. A Parking, Service and Delivery Management Plan demonstrating allocation of parking bays, safe vehicle access, circulation, and egress, is to be submitted at planning condition clearance (working drawings) stage and implemented thereafter to the satisfaction of DevelopmentWA in consultation with the City of Bayswater. (Refer to Advice Note v)
21. A Lighting Strategy for the development is to be submitted at planning condition clearance (working drawings) stage and implemented thereafter to the satisfaction of DevelopmentWA. (Refer to Advice Note w)
22. A Crime Prevention Through Environmental Design (CPTED) Statement, prepared by a suitably qualified person, confirming the design of the development is in accordance with CPTED principles, is to be submitted at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer Advice Note x)
23. A Construction Management Plan is to be submitted at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater and adhered to for the duration of construction. (Refer Advice Note y)
24. A dilapidation survey of properties adjacent to the site or possibly affected by the works is to be carried out and submitted at planning conditions clearance (working drawings) stage, prior to works taking place on site to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater (Refer Advice Note z)

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25. Any damage caused to the landscaping, footpaths, kerbs, roads, and drainage infrastructure, adjacent to the site is to be made good at the applicant's expense prior to occupation of the development, to the satisfaction of DevelopmentWA in consultation with the City of Bayswater.
 26. A Geotechnical Report covering the development area, prepared by a suitably qualified practitioner together with certification from a structural engineer that the design is suitable for the site conditions as outlined in the geotechnical report, is to be submitted at planning condition clearance (working drawings) stage, to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater.
 27. Any existing crossovers not included as part of the proposed development on the approved plan are to be removed and the verge reinstated with new kerbing to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater.
 28. All building and tenancy entrance levels are to be consistent with the constructed paving levels of the adjoining public realm, details of which are to be provided at planning conditions clearance (working drawings) stage to the satisfaction of DevelopmentWA.
 29. A Universal Access Statement, prepared by a suitably qualified professional, is to be provided at planning condition clearance (working drawings) stage to the satisfaction of DevelopmentWA. (Refer Advice Note aa)
 30. All works shall be undertaken in accordance with the approved Heritage Impact Statement prepared by Urbis (report reference: P0064838, dated April 2026). The recommendations of the report shall be implemented and maintained, to the satisfaction of DevelopmentWA in consultation with the City of Bayswater.
 31. An archival record of the building on Lots 40, 41, 42 (No 7, 9 and 11) King William Street, Bayswater is to be prepared with digital photographs (once vacated), and details of any heritage interpretation strategies within the development, is to be submitted at planning conditions clearance (working drawings) stage, to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater. (Refer to Advice Note bb).
 32. The landowner is to provide consent to a section 70A notification pursuant to the Transfer of Land Act 1893 being lodged with the Registrar of Titles for endorsement on the Certificate of Title for the subject lot at planning conditions clearance (working drawings) stage, to the satisfaction of DevelopmentWA, alerting prospective purchasers that the land is situated in the vicinity of a transport corridor. (Refer Advice Note cc)
 33. Prior to occupation of the development, a Public Access Management Plan is to be prepared to the satisfaction of DevelopmentWA, in consultation with the City of Bayswater. (Refer Advice Note dd)
 34. An Operational Management Plan is to be submitted prior to occupation and implemented thereafter to the satisfaction of DevelopmentWA (refer to Advice Note ee)
 35. The development must be substantially commenced within four (4) years from the date of this approval to the satisfaction of DevelopmentWA. (Refer to Advice Note hh).

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ADVICE NOTES:

- a) A covering letter and the final planning condition clearance documents (working drawings) are to be submitted to DevelopmentWA prior to an application being made to the City of Bayswater for a building permit and must be cleared prior to the commencement of works on site. Working drawings are to comply with all of the above conditions and any variations from the approved drawings are required to be clearly identified.

In accordance with Section 62(3) of the *Metropolitan Redevelopment Authority Act 2011* no works are to be undertaken prior to obtaining development approval or in contravention of any condition to which the approval is subject. Upon satisfactory assessment of the working drawings, DevelopmentWA will provide a clearance letter and copies of the plans to the City of Bayswater to enable building permit assessment.

- b) A building permit application is required to be submitted to the City of Bayswater and approved prior to the commencement of any works on site. Please contact the City of Bayswater Building Services on 9272 0622 for further information.
- c) With regard to Condition 2, detailed design investigations should consider and address the following:
- i. further lighting analysis to demonstrate the targeted light levels can be achieved, demonstrated through updated sectional analysis, including configuration of the external stair;
 - ii. design alternatives which could be utilised to resolve visual and acoustic privacy outcomes to windows adjoining the breezeway;
 - iii. additional detailing of void planter boxes to further refine their integration with the overall design and strengthen privacy outcomes associated with the relationship between windows, walkways and lightwells;
 - iv. opportunities to refine balustrade treatment along the primary street with a stronger expression of verticality; and
 - v. use of light colour treatments to the roof infrastructure screening.
- d) With regard to Condition 3, the Certificate of Title and a Deposited Plan for the subject site is to be created in accordance with an amalgamation plan approved by the Western Australian Planning Commission.
- e) With regard to Condition 4, the final Stormwater Management Plan should confirm that any sediment and surface flows are retained onsite to avoid sedimentation and ensure contaminants do not enter the neighbouring drainage system

The site is located in an area known for high groundwater levels, which may impact both the functionality of the proposed infiltration system and the overall development. Plans are to address how the proposed stormwater drainage infrastructure will be accessed and maintained over the life of the development.

The applicant is advised to liaise with the City of Bayswater Technical Service regarding drainage design.

- f) With regard to Condition 5, boundary walls are to be finished to the same standard as the remainder of the development to ensure an appropriate outlook from the public realm and the adjoining lots. The finish on the parapet walls is to be of a high quality commensurate with the level of design quality required for the whole project.

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- g) With regard to Condition 6, further details, and information, including final specifications and samples, should be provided demonstrating high quality and durable external materials and design treatments across the development, and include high-quality and robust colour and material selections, ensuring that the standard established through the Design Review Panel review is delivered in the as-built product.

The final design details should be informed by the matters noted in the Design Review Panel Advice Note dated 23 June 2026 and associated Addendum dated 17 July 2026.

- h) With regard to Condition 7, all mechanical service systems (such as air conditioners) should be designed, located, and maintained such that they are not visible from the street and to prevent emitted noise levels from exceeding the relevant decibel levels as set out in the *Environmental Protection (Noise) Regulations 1997*.

Services and service-related infrastructure includes but is not limited to all piped and wired services, car parking areas and associated ventilation, roof plant / plant areas, bin storage areas, service meters and related infrastructure, fire booster cabinets, exhaust systems, air-conditioning units, antennae, and satellite dishes.

Fire booster hydrants and service meter boxes should be designed, located, oriented, and finished to minimise any visual impact on the adjacent streetscape and maximise visual interaction between the development and the street.

The applicant is advised to liaise with service authorities to rationalise and consolidate service infrastructure, where possible. Where service infrastructure adjacent to the street cannot be avoided due to service authority requirements, landscaping should be designed and implemented to reduce the visibility of the infrastructure from the public realm.

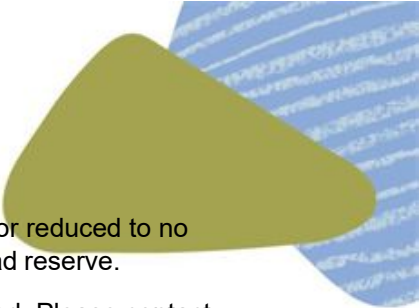
- i) With regard to Condition 8, Development Policy 5 – Additional Structures and Section 3.3 – Streetscape of the Bayswater Design Guidelines require the protection of street level windows from the sun or for privacy and security to be achieved through passive solar design and architectural devices, rather than through the use of reflective coatings or roller shutters/security blinds to enable visible indoor activity and facilitate passive surveillance of the public realm.
- j) With regard to Condition 9, the bicycle parking areas and end of trip facilities should comply with Australian Standard 2890.3 and be designed in accordance with Austroads Guide to Traffic Engineering Practice Part 14 – Bicycles.

Section 3.9 of the METRONET East Bayswater Project Area Design Guidelines require:

- a minimum of 82 bicycle bays, 2 lockers and one unisex shower;
- visitor bicycle parking should be located adjacent to the building entry at ground level;
- resident bicycle parking facilities are to be concealed from view from the street, located within the ground floor level and easily accessible from the entrance to the building; and
- lockers are to be well ventilated and be of a size sufficient to allow the storage of cycle attire and equipment.

- k) With regard to Condition 10, all car bay dimensions, ramps, crossovers, driveways, and circulation aisles should be constructed in accordance with Australian Standard AS 2890.1 and the City of Bayswater's parking design and access requirements. ACROD bays are to comply with Australian Standard AS2890.6.

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- l) Walls, fences, vegetation, and other structures are to be truncated or reduced to no higher than 0.75m within 1.5m of where the driveway meets the road reserve.
 - m) A separate crossover approval from the City of Bayswater is required. Please contact the City to ensure the appropriate crossover application is made.
 - n) With regard to Condition 11, the elevations should provide an indicative plan of all proposed signage, including location and dimensions, demonstrating that such signage will be complementary to the design of the building and not obscure architectural detail and materiality.

Development Policy 6 – Signage requires signage to demonstrate restraint in scale, size and collective amount of signage installed, in order to minimise visual clutter, protect amenity, and support a safe, attractive, and legible public realm.

- o) With regard to Condition 12, where an alternative rating system to Green Star is proposed, the applicant should demonstrate that the rating system and the design of the development is generally equivalent to or better than the Green Building Council of Australia (GBCA) 5 Star Green Star rating.

Details for preparing a Sustainable Design Assessment Report (SDAR) or equivalent are set out in Appendix 1 of Development Policy 1 — Green Building. The SDAR or equivalent is required to provide an assessment of the proposed design against the following 10 Key Sustainable Building Categories:

- i. indoor environmental quality;
- ii. energy efficiency;
- iii. water efficiency;
- iv. stormwater management — integrated water management;
- v. building materials;
- vi. transport — green travel plans;
- vii. waste management;
- viii. urban ecology;
- ix. innovation; and
- x. construction/building management.

The SDAR must also identify relevant sustainability targets and performance standards and document the means by which the appropriate target or performance is to be achieved. A suitably qualified professional refers to an Environmental Engineer or equivalent and may include a person certified by the Green Building Council of Australia.

- p) With regard to Condition 14, the final Landscaping Plan and associated Landscape Maintenance Strategy are to include the following:
 - i. species (suitable to Perth's climate), sizes, and types of plantings;
 - ii. detailed relocation methodology of the existing mature Jacaranda including supervision by a qualified arborist, ongoing health, and maintenance plan of the tree;
 - iii. avoid selection of species which are susceptible to the Polyphagous Shot Hole Borer;
 - iv. tree growth zones (TGZ) and appropriate spacing of the proposed trees;
 - v. details of seating, paving, kerbs, surface treatments, shade structures, street furniture, and other infrastructure;
 - vi. reticulation to plantings including rain/grey water capture and re-use;
 - vii. details of all proposed planting on structure including of the planter boxes on the residential breezeway, demonstrating that these landscaped areas are viable,

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will survive in the incumbent environmental conditions and are capable of being maintained in perpetuity;

- viii. details of the ongoing maintenance requirements for the landscaped spaces including responsibilities, reticulation, access, and safety systems; and
- ix. any street trees adjoining the subject land must be retained and protected. It is the applicant's responsibility to ensure the accuracy of survey plans, and any inaccuracies on the plans or removal of street trees without the City's written approval is an offence. If any retained street tree is damaged, removed, or suffers irreversible decline during development or within three years of completion, the landowner will be responsible for the Helliwell amenity valuation, removal costs, and the supply, planting, and three-year maintenance of replacement tree(s) provided by the City of Bayswater;

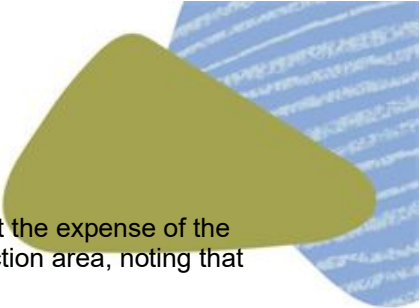
The applicant/landowner is advised to liaise with the City of Bayswater regarding the integration of paving materials and landscaping between the public and private realm, including street tree requirements.

- q) With regard to Condition 15, the provision of public art is to be in accordance with Development Policy 4 – Providing Public Art, with a minimum contribution of \$339,000 based on the development value of \$33.9 million. The applicant is encouraged to explore and implement opportunities to meaningfully include references local heritage in the public art strategy, including engaging local artists, to contribute to the sense of place.
- r) With regard to Condition 16, an Accessibility Report should be provided demonstrating that a minimum 20% of the total number of dwellings delivered as part of the development conform to the Core Liveable Housing Design Elements outlined in Development Policy 10 – Adaptable Housing.

Accessible parking spaces for these dwellings should be provided in accordance with the Adaptable Housing Policy. The applicant is advised that the development should comply with the requirements of Part D3 of the *Building Code of Australia (Access for People with Disabilities)* and *Australian Standard 1428.1* and the *Disability Discrimination Act 1992*.

- s) With regard to Condition 17, the Acoustic Report should identify the location and extent of impact of all noise sources, inclusive of mechanical and plant equipment, and confirm that the design of the building will achieve an appropriate level of attenuation in accordance with Development Policy 3 – Sound and Vibration Attenuation. The report should address potential noise emissions from mechanical service systems (such as exhaust systems and air-conditioning) selection and plant equipment, design, and location to prevent emitted noise levels from exceeding the relevant decibel levels as provided by the *Environmental Protection (Noise) Regulations 1997* and the *Environmental Protection (Unauthorised Discharges) Regulations 2004*.
- t) With regard to Condition 18, the certification submitted at practical completion stage should include results of on-site testing to confirm appropriate levels of sound/vibration attenuation/mitigation have been achieved.
- u) With regard to Condition 19, the Waste Management Plan is to comply with the City of Bayswater standards in regard to waste, and Local Government Waste Management Plan Guidelines, and include information to demonstrate:

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- i. commercial waste to be collected by a private contractor at the expense of the applicant/landowner, and accessed from the Level 1 collection area, noting that no waste is to be collected from King William Street;
 - ii. location of wash down areas, including details of access to permanent water supply and drainage;
 - iii. the bin area accessible for heavy vehicle movement;
 - iv. proposed waste collection times between 7:00am and 7:00pm;
 - v. contaminant checks within the FOGO bins;
 - vi. the disposal of bulk waste; and
 - vii. waste presentation area for FOGO bins to be collected via site tipper.

The owner is to liaise with the City of Bayswater regarding collection of waste on site, and any easements which may be required for reciprocal right-of-access for vehicular and pedestrian movement between the lots for waste collection.

- v) With regard to Condition 20, the Parking, Delivery and Service Management Plan is to outline the proposed management regime to facilitate controlled access and egress to the car park and loading areas and is to include the following:
 - i. the identification, signposting, and management of commercial, visitor and residential parking bays;
 - ii. identification and management of ACROD bays in accordance with AS2890.6;
 - iii. ensure all deliveries and collections occur within the development, including the provision of adequate loading, storage and vehicle manoeuvring space for such functions;
 - iv. demonstrate provision of a direct service access route to and from the development;
 - v. demonstrate adequate separation between private vehicles and delivery trucks to prevent conflicts and queuing;
 - vi. demonstrate the provision of adequate loading bays to cater for likely volume of service deliveries for the development;
 - vii. strategies to ameliorate amenity and noise impacts of deliveries/waste management on the surrounding area;
 - viii. management procedures, including scheduling of deliveries, to prevent multiple concurrent truck movements occurring, ensuring that truck movements do not unduly restrict access; and
 - ix. details of any on-street parking bays to King William Street are subject to further detailed design and coordination with City of Bayswater and DevelopmentWA.
- w) With regard to Condition 21, the Lighting Strategy should demonstrate the following:
 - i. illumination of the building to highlight architectural features;
 - ii. highlight and enhance entry points to the building to assist with wayfinding;
 - iii. assist safe access between the building/s and car park/s, and within the car park/s including loading bays and pathways;
 - iv. meet the Australian Standard 1158 (Public Lighting Code) and Australian Standard 4282: 2019 (Control of the Obtrusive Effects of Outdoor Lighting) in order to ensure that any nuisance light to adjoining properties and passing vehicular traffic is at an acceptable level;
 - v. incorporate Crime Prevention Through Environmental Design (CPTED) principles; and
 - vi. lighting fixtures and fittings are to be vandalism resistant.
- x) With regard to Condition 22, the CPTED Statement should address the safety of external and internal areas of the development, including confirmation that the main lobby entry design is safe for all users and avoids spaces for concealment or

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entrapment, as well as CCTV locations and management. The CPTED Statement should inform the final Landscape Plan and Lighting Strategy.

- y) With regard to Condition 23, the Construction Management Plan should address the following matters, which are to address all phases of development, including demolition and construction, to demonstrate how the construction of the development will be managed to limit impacts on surrounding properties:
- i. Dewatering Management Plan;
 - ii. Asbestos Management;
 - iii. Public safety and site security;
 - iv. Hours of operation;
 - v. Dust management;
 - vi. Noise management;
 - vii. Waste and material disposal;
 - viii. Parking arrangements for contractors and sub-contractors;
 - ix. Delivery and access arrangements;
 - x. The storage of materials and equipment on site (no storage of materials within the public realm will be permitted);
 - xi. Bonding and remediation arrangements; and
 - xii. Any other matters likely to impact upon the surrounding properties or public realm.
- z) With regard to Condition 24, the Applicant is advised that the dilapidation survey should be prepared in accordance with the relevant legislation and standards, including AS4349.1 (or equivalent) and that a calibration gauge should be used for measurement, in combination with high resolution photos for accurate record keeping. The dilapidation survey should include, as a minimum, all buildings within close proximity to the site, including:
- 5 King William Street, Bayswater;
 - 13 King William Street, Bayswater; and
 - 14 King William Street, Bayswater.

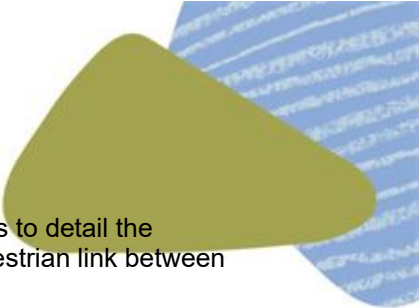
If the dilapidation survey is denied by an adjoining landowner, the Applicant should demonstrate in writing that all reasonable steps have been taken to obtain access and advise the affected property owner of the reason for the survey and that these steps have not been successful.

- aa) With regard to Condition 29, the development should comply with the requirements of Part D3 of the Building Code of Australia (Access for People with Disabilities), Australian Standard 1428.1, and the *Disability Discrimination Act 1992*.
- bb) With regard to Condition 31, the archival record should include:
- general/overall photographs of the building to be demolished;
 - photographs of each of the elevations;
 - photographs of all of the internal rooms; and
 - photographs of any special architectural features.

The photographic records are to be submitted to DevelopmentWA and the City of Bayswater.

- cc) With regard to Condition 32, the recommended wording for the notification on the title is:
- "The land is in close proximity/within a transport corridor and is currently affected or may in the future be affected by transport noise, vibration and/or future development and construction restrictions."*

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- dd) With regard to Condition 33, the Public Access Management Plan is to detail the ongoing operation and management of the publicly accessible pedestrian link between King William Street and the right of way, including:
- i. hours of public access;
 - ii. management and operational measures relating to safety, security, and maintenance;
 - iii. arrangements for resident-only use or activities within the public link from time to time; and
 - iv. arrangements for community activities and events within the space.
- ee) With regard to Condition 34, the Operational Management Plan should include details of the following:
- Community Housing Provider Roles & Responsibilities;
 - number of staff, operating hours, and contact details
 - resident move-in and move-out logistics;
 - management and operation of communal open spaces and communal facilities;
 - protocols for addressing building issues, including after-hours, security measures, and incident response procedures (security incidents and evacuation plans); and
 - information packs for staff, residents, and visitors to encourage and support access to/from the site by non-car modes including identification of major public transport routes and identification of major pedestrian and bicycle routes and how to access these routes from the site.
- ff) The City of Bayswater advises the following:
- The laundry area for each dwelling should be designed in accordance with the NCC/Building Code and the City of Bayswater *Health Local Laws 2023*;
 - An asbestos clearance certificate shall be submitted to the City of Bayswater as part of the building permit application;
 - The proposed development should comply with the Building Code of Australia and/or *Health (Public Building) Regulations 1992* and the City of Bayswater's *Health Local Laws 2023*. The proposed commercial tenancy should comply with the requirements of the *Food Act 2008* and the Australian Food Standard Codes. Plans and specifications that reflect these requirements are required to be submitted to the City of Bayswater with the building permit application;
 - The applicant is to make arrangements to the satisfaction of the Water Corporation for the provision of reticulated sewerage to all lots/units within the subdivision/development. Where the Water Corporation reticulated sewer is not available the premises should be connected to an approved wastewater treatment system which complies with the requirements of the *Treatment of Sewage and Disposal of Effluent and Liquid Waste Regulations* and the *Government Sewerage Policy Perth Metropolitan Region*; and
 - Septic tanks, soakwells and leach drains are to be pumped out by a licensed liquid waste contractor, completely removed from the site and filled with clean sand and compacted in accordance with *Health (Treatment of Sewage and disposal of Effluent and Liquid Waste) Regulations 1974*. A Statutory Declaration must also be provided by the landowner declaring that these works have been undertaken. However, if it is not possible to remove septic tanks, the bottoms are to be broken and the tanks backfilled with clean fill and compacted. The applicant

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is to contact the City of Bayswater's Environmental Health Services at least 72 hours prior to the removal of any system to arrange an inspection.

- gg) The applicant is responsible for obtaining all relevant approvals, licences, and clearances from service agencies, including ATCO, Water Corporation and Western Power, before commencing works and, where required, throughout construction and prior to occupation. Relevant service agency advice is outlined below:
- The site falls within the WAPC Draft Development Control 4.3 Trigger Distance for ATCO Infrastructure. Any sensitive land use or high density community use developments within this Trigger Distance of a High Pressure Gas Pipeline requires further consultation with ATCO prior to preliminary designs being finalised.
 - Acid sulfate soils (ASS) risk mapping indicates that the site is located within an area identified as representing a moderate to low risk of ASS occurring within 3 metres of the natural soil surface. Please refer to Department of Water and Environmental Regulation's (DWER) acid sulfate soil guidelines for information to assist with the management of ground and/or groundwater disturbing works.
 - The site is located within the Perth Groundwater Area, proclaimed under the Rights in Water and Irrigation Act 1914 (RiWI Act), where a licence may be required for dewatering purposes. The issue of a licence is not guaranteed but if issued will contain a number of conditions including the quantity of water that can be pumped each year. The proponent is encouraged to contact the Department's Swan Avon Region office on 6250 8000 or ellam.reception@dwer.wa.gov.au to discuss water management options.
 - If the new property boundary changes the relationship of distribution equipment to that boundary formerly in the road reserve or running in proximity to the old boundary are now well within the property an application will need to be made to Western Power for the moving or removal of the equipment.
- hh) With regard to Condition 35, should the development not be substantially commenced within the period specified, the approval is no longer valid, and no development is to be undertaken without further approval of DevelopmentWA having first been sought.