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17 January 2023

Town of Bassendean
35 Old Perth Rd,
BASSENDEAN WA 6054



Document #: ILET-21500623
Date: 17.01.2023
Officer: SHANEL DE SILVA
File: COMS/SVPROVN/6

Dear Sir/Madam

Re: Community Transport Services

The Bassendean 55 Plus Committee held a meeting on Monday 16th January to discuss the proposition that our Association take over the running of Community transport for Bassendean residents.

Following our discussion with Donna Shaw on Monday 9th January, we have decided that the risks and responsibility of taking on this service is not something we are able to commit to. Therefore, we will not be submitting an offer to take over the service.

Yours Sincerely,

Norma Karasinski

Norma Karasinski
President



MINUTES

Special Meeting of Electors

Tuesday 18 April 2023, 5:30 pm

in the Council Chamber,

Administration Building

48 Old Perth Road, Bassendean WA 6054

1 Declaration Of Opening; Acknowledgment of Country; Acknowledgment of Visitors; Disclaimer

Acknowledgement of Traditional Owners

The Presiding Member declared the meeting open, welcomed all those in attendance and acknowledged the past and present traditional owners and custodians of the land on which the meeting was held.

2 Attendances and Apologies

Councillors

Cr Kathryn Hamilton, Mayor
Cr Renee McLennan, Deputy Mayor
Cr Jennie Carter
Cr Emily Wilding
Cr Tallan Ames

Apology

Cr Hilary MacWilliam – Leave of Absence
Cr Paul Poliwka

Officers

Mr Cameron Woods, Chief Executive Officer
Mr Luke Gibson, Director Community Development
Mr Paul White, Director Corporate Services
Mr Phil Adams, Executive Manager Infrastructure
Ms Nicole Davey, Executive Manager Sustainability and Environment
Mr Matthew Monkhouse, Manager Governance & Strategy
Mr Tristan Loney, Manager Information and Technology

Public

Approximately 44 members of the public were in attendance.

Apologies

Bev Johnson of 46 Eileen Street, Bassendean
Dalys Wright – Unit 6/72 Ivanhoe Street, Bassendean
Nonie Jekabsons 6 Barton Parade, Bassendean
Emma Darby
Anne Begg
Susan and Leslie Johnston - 303/85 Old Perth Road, Bassendean

3 Declarations of Interest

Nil.

4 Statements by Members of the Public

Carol Seidel – 55 Broadway, Bassendean

Mrs Seidel stated that there were a number of apologies submitted for tonight's meeting.

The CEO advised that the apologies will be recorded in the minutes.

Mrs Seidel raised a number of concerns, including poor communication with the community prior to ceasing the Volunteer Bus Service, the impact on the elderly and other users who feel that they have been let down, the inconvenience and cost of using a taxi service, training of volunteer bus drivers etc.

Sue Conway – 119 Guildford Road, Bassendean

Why was the community not involved in the decision to cease the service? People rely on the bus service to take them to appointments on time.

The Director Community Development responded that a report was presented to Council in November and December 2022 and it was ceased due to occupational health and safety concerns. It remains open to Council to make a decision on the service.

What is the reason for the decision after a long service? Ratepayers are happy with the service and could it not continue?

The Mayor advised that new legislation came into effect in March 2022 and raised issues with liability. Staff investigated the affect on the service and found there were some shortcomings identified – training of volunteers on first aid and other matters of concern. It needed to be shut down until these issues could be addressed.

The Mayor added that the 55 Plus Group was approached to take over the service which did not progress and further consideration to be made next month once Officers have made further investigations. Motions that are successful tonight will give some guidance on the direction on how the community would like to proceed.

Lorretta Lyons – Unit 22/15 James Street, Bassendean

Ms Lyons expressed her gratitude for the Volunteer Bus Service that she used as she had no other means of transport. When the service ceased, she had no assistance and missed the people associated with the service.

Kath Keays – 39 Cumberland Way, Bassendean

Ms Keays has lived in the Town over 50 years. Her husband has lost his sight and Ms Keays does not drive, so they both relied on the service immensely and made good friends with people in the service. Their aged care provider cannot assist and taxi services are unreliable, and she would like the service reinstated.

MOVED Carol Seidel, Seconded Loretta Lyons, that Public Question Time be extended, the time being 5.51pm.

CARRIED

Anne Brinkworth – 19 Ida Street, Bassendean

Mrs Brinkworth stated that she recently went to a medical appointment and the volunteer driver was very caring and contacted her the next day for assistance. During COVID the volunteer bus services contacted her to see if she needed any assistance. The taxi services are unreliable and are not caring.

Ann Copleston – 81 Parker Street, Bassendean

Mrs Copleston stated that her neighbour managed to stay living in her own home well into her 90's and this could not have happened without the volunteer bus service.

5 Questions from Members of the Public

Pat Karpewycz – 6 Hobley Place, Eden Hill

Ms Karpewycz asked what was it that 55 Plus could do what the Council could not do?

The Mayor responded that the 55 Plus had expressed an interest in running the service but had not fully explored the proposal. A CEO with employees is held liable for any harm or death from a workplace accident, whereas a volunteer run service is not. There were some risks associated with the running of the service and if continued, there would need to be minor changes, including training of volunteers etc.

The next stage from tonight's meeting will be a report to Council. The Administration are exploring different options, which will be considered by Council.

The CEO advised that the reason they are here tonight is to receive any notices of motions and if successful, Administration will provide a detailed report for Council to consider at the next available Ordinary Council meeting.

Don Yates – 12 Thompson Road, Bassendean

Mr Yates referred to a meeting in 2017 relating to the Community Strategic Plan that identified 7 priorities and asked if Council and staff could think about these priorities?

Clive Brown – 2 Surrey Street, Bassendean

Mr Brown asked does the Council employ people who drive vehicles as part of their job? Does the Council provide all of those things to those people who drive for the Council that were included in the report that have to be provided to volunteer drivers and if not why not? Why is it such a problem to provide training to volunteers?

The CEO advised that there is a range of services that require staff to drive vehicles and machinery as part of core business. New legislation means it is incumbent on the CEO who is personally liable through lack of training etc for any incidence that may occur.

The Director Community Development advised the report presented to Council in November and December 2022 provided a risk assessment undertaken by staff and mitigation measures. To continue the service in a safe manner and in accordance with legislation, will be at a cost and it is up to Council to consider that cost. The service was ceased on recommendation by staff and the risk imposed personally on the CEO.

Do you provide all of the things that were required to volunteers, do you provide that to paid staff and if you do, why cannot you provide that to volunteers?

The Mayor advised that this will be considered as part of further report to Council.

Ann MacBeth – 27 Maley Street, Ashfield

Ms MacBeth asked how have the Cities of Swan and Bayswater mitigated their risk and funding of their community transport services and not Bassendean?

The Mayor advised that she is aware of the service of the City of Bayswater which is hired out to community groups and does not operate the same as the Bassendean service. That service is currently under review also.

Robert Giersch - 47 Fifth Avenue, Bassendean

Has the bus been disposed of?

The Director Community Development advised that it had not.

MOVED Sue Conway, Seconded Bill Busby that Public Question Time be extended, the time being 6.15pm.

CARRIED

Bill Busby - 53 Haig Street, Ashfield

Mr Busby asked why the previous budget did not include funds for risk mitigation? How was risk management paid for previously? Had the Volunteer Bus Service alerted any risk associated with the service.

The CEO advised that risk mitigation is a general approach taken at every level. We have taken advice from LGIS and alerted staff on the risk involved with the new legislation.

The Director Community Services advised that a review was done and concerns raised which were addressed as best as possible and provided in the report to Council.

Mr Busby asked if there were minutes taken of the 55 Plus meeting, who chaired the meeting and did Councillors attend?

The Mayor advised that no Councillors attended the meeting as it was a direction for administration to engage with the group. The Director Community Services took the question on notice and will provide a response to Council on the outcome of that meeting.

Ann Copelston – 81 Parker Street, Bassendean

The old Act and the new Act treated volunteers in the same way, has Council contacted the Worksafe Commission on clarification? Do staff stand by the budget figures provided to install a wheelchair lift that was not required?

The Director Community Services advised that Worksafe Commission had not been contacted but LGIS has been contacted, as advised by the CEO previously in the meeting. The amount of \$10,000 was an estimate only and if Council re-establishes the service, further quotes will be obtained.

6 Motions

The following motions were tabled and put to the vote:

Motion 1
SEM-1/4/23

MOVED Alan Copelston, Seconded Carol Seidel, that the Town of Bassendean reinstate and run the volunteer transport service within the Town of Bassendean.
CARRIED 43/0

Motion 2
SEM-2/4/23

MOVED Alan Copelston, Seconded Bill Busby, that the Council/Administration proactively and constructively assist in the establishment of a new community transport service.
CARRIED 41/0

7 Closure

There being no further business, the Mayor closed the meeting at 6.30pm.

Schedule of Submissions

Parking Area 2 – Survey

1	Affected Property: 13A Hamilton Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
Summary of Submission		Comment
1.1.1 Yes		Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
<p>1.2.1 We live in the cul de sac end of Hamilton street that contains the bowling club, tennis club, Montessori school, St Michaels school, church and nursing home. We were aware of all these businesses and their parking needs when we moved in, however I am concerned that with the new nursing home units to be built on the corner of Hamilton St and Old Perth Road that there will not be enough parking available. As it is currently, I had to ask the council to paint parking bay lines and no parking signs on Hamilton street because ignorant and selfish parents from St Michaels kept parking across my driveway and preventing me from leaving my own property.</p> <p>I have also frequently had to walk my kids and dog on the road and dodge cars because more selfish people had decided to park their vehicles on the footpath (nursing home and school parents). Oh, and how can I forget the times that parents leaving St Michaels have reversed their cars over the opposite footpath when leaving the school- it would be funny how badly they drive except that I've had to push my kids out of the way to stop them getting squashed.</p> <p>When the new units are built, where will their residents and staff required park their cars? We regularly have a bottle neck at the entry to this section of Hamilton Street now due to lousy parking choices made by various visitors to the area, and given the various issues people have driving and parking their cars safely and adequately now, I don't think it's going in the right direction.</p>		<p>Noted. Issues described centre more on vehicle driver behaviour rather than parking control measures.</p> <p>Footpath parking can be dealt with under existing Parking Local Law control measures.</p> <p>All vehicles are required to park according to the Parking Local Law and signed restrictions. Breaches can be dealt with under the existing control measures. 'No Stopping' markings may alleviate the issues being reported regarding bottle-necking.</p>

Q3. Do you have any recommended changes where the existing parking control measures are concerned?	
1.3.1 Maybe make this section of Hamilton street a resident only street parking area. Visitors/staff/parents to the many businesses would either have to park in the public car park located at the tennis club or park on the school premises/nursing home car park/church premises. Also perhaps change the parking on St Michaels side of Hamilton street to parallel parking or angled parking since they generally seem quite incapable of parking or reversing safely. Given that the church, nursing home and both schools are charging sizable fees for people to use their businesses, I'm sure they could afford to fund more appropriate parking options.	<p>Installing residential only parking in this area would not be appropriate due to the nature of land use within this section of the street i.e. Primary School, Church and Aged Care Facility.</p> <p>Further investigation would be required into the Tennis Club parking or requiring the other land users to provide further on-site parking due to user group, Town Planning Scheme and financial impacts.</p> <p>Many of the issues reported are caused by the vehicles drivers, rather than the provisions of parking control.</p>

2	Affected Property: 17 Kenny Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
	2.1.1 No	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
	2.2.1 No problem.. leave the way it is	Noted.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
	2.3.1 No. Please leave af is!	Noted.

3	Affected Property: 18 Wilson Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
	3.1.1 Yes	Noted.

Q2. If there is a problem, please advise what that problem is and which street(s) are affected?

<p>3.2.1 We have noticed an increase in street parking along Wilson Street in the past few months, this increase was taking place before the Bassendean Hotel reopened but has increased even further since then. The main concern with this is it does make it difficult for family/friends when visiting to park out the front or near to our home and it sometimes makes it difficult to safely get out of our driveway, particularly when people park close up to our drive entrance.</p> <p>There has also been an increase in the number of cars parking on the road along Palmerston Street, making it dangerous at times. All parking should be banned along this road (I thought it was?) and perhaps it could be patrolled a little more often?</p> <p>There is also one case of a car being permanently parked on Wilson Street (dark blue sedan, parked outside no. 17), I believe it belongs to someone who lives at no.17 but it is odd that this car has not been used or moved in at least 4-5 months.</p>	<p>Noted. Street parking is available to all road users and unfortunately the Town has no control over who parks on the street. Blocking driveway access is an offence under the Local Law and can be actioned under existing control measures.</p> <p>Parking on Palmerston Street is not a common occurrence, however, there is often cars parked on the verges in Palmerston Street. There are parking restrictions on the crest at least one of the hills of Palmerston Street due to previous parking issues.</p> <p>The Parking Local Law has recently been reviewed with this type of situation in mind to further clarify any offences and actions to be taken for this and similar situations.</p>
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Q3. Do you have any recommended changes where the existing parking control measures are concerned?

<p>2.3.1 I wouldn't want to make parking too restrictive, as it is good to encourage people to visit Bassendean, though some thought needs to be given to the number of cars street parking in the area.</p>	<p>Noted.</p>
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4	Affected Property: 47 West Road Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
Summary of Submission		Comment
4.1.1 Yes		Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		

4.2.1 Wes road	Noted.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?	
4.3.1 The solid yellow line should only operate during footy periods	These restrictions were installed as a result of community consultation in a previous audit and this type of restriction is not able to be installed subject to time/date restrictions in the manner that signed restrictions can be.

5	Affected Property: 12 Kenny Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
5.1.1 Yes		Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
5.2.1 People parking all day to use train station		Noted.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
5.3.1 Yes limit to 2hrs		This proposal would require further investigation and consultation. If time restrictions were to be installed it would apply to all road users, including residents and their guests. Installation of timed restrictions will also result in increased pressure on existing resources.

6	Affected Property: 31 Whitfield Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
6.1.1 Yes		Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
6.2.1 The problem is all the business on the corner of Old Perth Rd and Whitfield park on Whitfield st all day. They also park too close to the corner in non parking bays. Palmerston and Whitfield st any school drop		Many of these issues are offences under the Parking Local Law and can be actioned under the existing provisions. Some locations may benefit from additional road

off pick up times parents park everywhere, too close to corners, not in car bays. Very dangerous.	markings to further identify where parking is prohibited.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?	
6.3.1 Parking time limits for Whitfield st or the companies should have their own parks avail on their land. Ranger checks on school times.	<p>Please see response to item 5.3.1.</p> <p>Noted, parking ratios and parking shortfalls are assessed against the Town's Local Planning Policy No. 8 – Car Parking and End of Trip Facilities. This assessment occurs at the development application stage.</p> <p>Staff resourcing is such that there is only one officer on during school drop-off and pick up times and Rangers rotate schools, when able, to attend to school parking. Blitzes can be undertaken when resourcing is available and demand is high, however, it is not possible to attend to every school, every day.</p>

7	Affected Property: 209/80 Old Perth Road Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
	7.1.1 Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
	<p>7.2.1 Corner OPR and Whitfield Streets. Traffic speeds around the corners, cars parked on both sides of the road outside our garage of The Whitfield complex. It's extremely busy around the childcare centre, often people parking in our garage entrance or outside the rubbish roller door which only allows 1 car through at a time due to the parking on the opposite side of the road from our complex and the tree opposite our roller door.</p> <p>It gets a bit hectic on the road as a result, especially when there's footy on at the Oval. Nit to mention all the big Coles trucks In the mix as well It's caos to watch from above quite often.</p>	<p>Please see comments at item 6.2.1.</p> <p>This location may benefit from the installation of restrictions due to road use, nearby land use and road layout. Some of the additional issues reported are centred more on driver behaviour rather than parking control measures.</p>

Q3. Do you have any recommended changes where the existing parking control measures are concerned?	
7.3.1 Take away the parking close to the intersection? Change the Whitfield entrance to the shopping centre? Like get rid of it entirely.. It's an extremely high traffic volume for such a small street.. Take away the street parking all together??	Parking control measures may be considered for this intersection, however, moving/removing the Shopping Centre entrance would require greater investigation and would incur significant cost and is not considered a viable option for this proposal.

8	Affected Property: 30 Hamilton Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
8.1.1	Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
8.2.1	<p>Hamilton St (between OPR and Palmerston)</p> <p>1. Marked bays on the western side of street are faded and indistinguishable. Recommend repainting these bays</p> <p>2. Indiscriminate parking immediately adjacent to No 28 Hamilton St due to lack of marked bays OR lack of parking restriction signage. Recommend parking bays are marked or restricted parking signage is installed</p> <p>3. Grass verge on east side of Hamilton St adjacent to Palmerston Park is constantly used for parking for those families attending the park. Due to the indiscriminate nature of this parking, vision beyond the verge parked cars to traffic on Hamilton St is restricted. Families, esp children, are at risk of being unable to see fast moving vehicles down Hamilton St. Recommend verge area be converted to paved and marked parking bays</p> <p>4. Indiscriminate parking on the east side verge and road, esp closer to OPR, causes traffic blockages which places drivers at risk as they enter this area. This is exacerbated by drivers leaving the shopping centre car park and large trucks reversing into and out</p>	<p>Noted, parking bays are repainted on a schedule run by Infrastructure Services.</p> <p>Noted, consideration will also need to be given to future development of within the Town Centre prior to the installation of any parking control measures.</p> <p>With the improvements to Palmerston Square Reserve, the verge area was set aside for parking. Changing the surface from grassed verge to embayed parking will incur further costs and will not alleviate the raised concerns of driver behaviour.</p> <p>Parking restrictions in this area can be investigated further, however, changing the use of the driveway is outside the scope of this survey.</p>

<p>of the service laneway at the rear of the Rossi Shopping complex. Recommend that parking restriction signage is placed in visible locations on the east side of Hamilton St (between OPR and Palmerston St). Recommend reinstatement of the service driveway at rear of Rossi shops to one way traffic flow only, entry Hamilton St / exit James St. This would eliminate large trucks reversing back into Hamilton St. This appears to be how the laneway was originally designed.</p> <p>5. Due to our location we see and experience many significant breaches of the parking guidelines that exist on this section of Hamilton St. We note that the rangers would also have vision of these breaches. In fact, verbal conversations with the rangers over a number of years, have confirmed that they are aware of these problems. Is it not time that the TOB officers /rangers start issuing parking infringements? In our 8 years residing in this section of Hamilton St, we cannot recall any such infringements being issued... not a single one</p> <p>6. Parking issues and layout relate significantly to general road safety. TOB should take note that the section of Hamilton St between OPR and Palmerston St is now a 0-100kmph race track. This is particularly so since the advent of traffic calming installations on Whitfield St. Given the busy nature of traffic entering and exiting the Rossi shops, the heavy use of Palmerston Park by children and family groups (please also consider that you recently upgraded the playground with main access off this section of Hamilton St) and this section of street being used as pick up zone for St Michaels school, traffic calming measures should be considered by TOB as a priority.</p>	<p>Rangers have dealt with a number of parking incidents over the years in this location and have actioned each reported or witnessed incident as per the circumstances of each situation. The preference in most circumstances is to remove the hazard or correct the issue and if that can be achieved without issuing an infringement and educating the community, this is a better outcome.</p> <p>Noted. Traffic calming devices are outside of the scope of this survey, however the advice can be forwarded on to the relevant internal Departments for future consideration.</p>
<p>Q3. Do you have any recommended changes where the existing parking control measures are concerned?</p>	
<p>8.3.1 As above</p>	<p>Noted.</p>

<p>9</p>	<p>Affected Property: 22B Parker Street Bassendean</p>
<p>Q1. Do you believe there is a problem with the existing street parking?</p>	

Summary of Submission	Comment
9.1.1 Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?	
9.2.1 With the pub opening and street closure on Old Perth Road all traffic and parking now directed to Parker St, significant increase on cars parked on this road leaving no parking for residents.	Noted – Old Perth Road has been re-opened in the time since the survey was undertaken and may therefore have resolved much of this issue.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?	
9.3.1 Create more parking options for all businesses on old perth road, particularly the pub patrons.	Noted. There is currently limited options for increasing parking in the area, particularly since the management of the Wilson Street car park has been returned to the land owner as per Council determination.

10	Affected Property: 23 Parker Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
	10.1.1 Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
	10.2.1 On Parker St residents are often not able to street park in the front of their own property	It is noted that there was an impact on street parking during the survey period as it coincided with the opening of the Bassendean Hotel and also the trial period for the closure for the Eastern Bound Lane of Old Perth Road.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
	10.3.1 I have always loved the relaxed nature of the area, the pack of rules, signs, permits etc. so I don't know what the solution is, maybe good design needs to be implemented. I also think the pub could be encouraged to promote staff firstly and then patrons to use public transport i.e. maybe they could give their staff a transperth smart rider to encourage them to not drive to work. Maybe they could give some sort of a discount to	Noted. Please see response to item 10.2.1. The Town has no authority to govern staff and patrons of the Bassendean Hotel in regards to how they travel to the venue. The Bassendean Hotel has a private parking area on the lot that caters to staff and patrons of the venue.

<p>patrons who can show they used public transport to get to the pub?</p> <p>Also with the increased pedestrians on Parker St combined with reduced street parking we have an increased risk of running someone over whilst reversing into/out of our driveways. Could the paths and driveway access on Parker St be reviewed. I greater differentiation between path and driveway may prompt users (especially children) to be aware of the driveways?</p>	<p>Changes to infrastructure such as footpaths, crossovers and driveways would require greater investigation and would incur significant cost to the Town and affected residents, as such this is not considered a viable option for this proposal.</p>
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11	Affected Property: 27 Parker Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
Summary of Submission		Comment
11.1.1 Yes		Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
<p>11.2.1 Occasionally people park their cars across or over a part of the footpath on Palmerston St. Where the verge is narrow and the footpath is right against the edge of the road, pedestrians and children on bikes are forced to walk onto the road to get around the car. In places, due to the hill (particularly near Parker And Kenny streets) line of sight for cars travelling on Palmerston is greatly reduced. All combined, it is very dangerous and relying on rangers noticing in time to request cars be moved is risky and ineffective. Physical barriers are preferable to threats or fines.</p>		<p>Footpath parking is a breach of the Parking Local Law and can be actioned under existing control measures. The installation of physical barriers is outside of the scope of this survey and would involve further investigation into the cost and viability of that type of treatment.</p>
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
<p>11.3.1 As mentioned above, perhaps some sort of low physical barrier along the edge of the footpath on Palmerston that would prevent or deter cars parking across the path and / or anywhere on the verge. As Parker Street is quite wide and with the increased in cars parking along it due to the popularity of the pub, perhaps one side could have diagonal parking bays marked to increase the number of available places?</p>		<p>Please see response to item 11.2.1.</p>

12	Affected Property: 21 Parker Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
12.1.1	No	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
12.2.1	No	Noted.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
12.3.1	Just make sure residents do not get penalised for parking on their own streets .	Noted.

13	Affected Property: 3 James Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
13.1.1	No	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
13.2.1	No problem.	Noted.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
13.3.1	No Response	Noted.

14	Affected Property: 15 Parker Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
14.1.1	Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		

<p>14.2.1 The current parking control measures are suitable in our location in Parker Street but require to be enhanced to provide safe parking.</p> <p>Parking outside the 2 hour limit area is used by commuters accessing the train station and taking advantage of the shade provided by the street trees. It is suggested that deliniation of parking limits at driveways is indicated on the road so that sight lines at driveways are not compromised and that parking is at the required distance from intersections.</p> <p>There is some “permanent” parking where cars remain stationary for days and sometimes weeks at a time. This is an issue because leaves and debris accumulate around these vehicles and the street sweeping machine cannot clean as desired resulting in an accumulation of debris which eventually blocks the gutters and drainage gullies.</p> <p>At the south end of Parker Street there is a plethora of cars parked permanently on the verge that again do not move for weeks at a time. This gives the landscape the appearance of a car yard instead of a Heritage Precinct that the Council is legislating for.</p> <p>The current trial closing of Old Perth Road and the opening of the Bassendean Hotel has increased the amount of non residents parking in the north end of Parker Street. I notice that traffic counters have been installed. There have been a few near misses with passengers exiting cars on the road side interacting with vehicles travelling southwards over the blind crest. The issue seems to be that vehicles coming from Old Perth Road and the Hotel accelerate hard to get up the hill and continue in the same manner on the downhill section reaching and/or exceeding the speed limit by the time they have passed the old Fire Station. This includes the bus every half hour. It is suggested that a speed limit or traffic calming measures are introduced to differentiate between the commercial and residential areas.</p>	<p>Noted.</p> <p>Installation of driveway markings can be considered, however, further investigation would be required into the Australian Standards and requirements thereunder.</p> <p>The Parking Local Law has recently been reviewed with this type of situation in mind to further clarify any offences and actions to be taken for this and similar situations.</p> <p>Please see response above.</p> <p>Noted. Issues described centre more on vehicle driver behaviour rather than parking control measures. The speed limit and driver requirements do not differentiate between commercial and residential land uses.</p>
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Q3. Do you have any recommended changes where the existing parking control measures are concerned?	
14.3.1 See above.	Noted.

15	Affected Property: 35 Kenny Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
15.1.1	No	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
15.2.1	No problems with existing street parking	Noted.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
15.3.1	<p>There is currently ample parking on Kenny street for the residents.</p> <p>Thank you for taking the time to consult us on this matter.</p> <p>We are concerned however with the increase in traffic using Palmerston street as a cut through. Palmerston is narrow and not suitable for the heavy delivery trucks and sheer volume of traffic. There is a blind summit and no traffic calming measures, resulting in 3 serious crashes on the corner of Kenny and Palmerston in the last few years and a number of near misses. There are no verges protecting pedestrians with a day care and school family traffic this issue should be considered in future planning. The Guildford road pedestrian crossings are also woefully inadequate and very dangerous. Please feel free to call me to discuss further or direct my remarks to the appropriate people.</p>	<p>Noted.</p> <p>Installation of traffic calming devices is outside of the scope of this survey, however, to install further parking restrictions on Palmerston Street may in turn create a run for vehicles to be able to increase speed due to road layout and elevation.</p> <p>It is not possible to install more verge area without removing footpaths and other infrastructure, which is outside the scope of this survey and has no impact on parking control measures.</p> <p>Noted, Guildford Road is under the care of Main Roads WA. There are safe pedestrian crossings at the intersections of Old Perth Road and Guildford Road, and Lord Street, West Road and Guildford Road (i.e. at the traffic lights).</p>

16	Affected Property: 25 Wilson Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		

Summary of Submission	Comment
16.1.1 Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?	
16.2.1 People are parking in my driveway because there is no available parking since the pub opened. People are getting so drunk at the pub? Walking down the street to their cars and driving off. They park way too close to the corner and the intersection of the stop sign is becoming very dangerous and it's likely to end up in a fatality or a car driving into my propertyZ	<p>Obstructing driveways is a breach of the Parking Local Law and can be actioned under existing control measures.</p> <p>Further comments are in relation to matters outside of the scope of this survey and control of the Town. It is noted that increased pressure on parking in this area may have been being experienced due to the Bassendean Hotel opening and the trial closure of the East Bound Lane of Old Perth Road.</p> <p>The Parking Local Law and Road Traffic Code set out the distance vehicles must be parked from an intersection and can be controlled under existing parking control measures.</p>
Q3. Do you have any recommended changes where the existing parking control measures are concerned?	
16.3.1 Make the area a no park and no stopping zone from the corner of Palmerston and Wilson st	The Parking Local Law and Road Traffic Code set out the permitted parking distances from an intersection/corner.

17	Affected Property: 26 Parker Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
17.1.1 Yes		Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
17.2.1 Parker Street and Palmerston Street at the very least.		Noted.
Traffic uses Parker Street to access Old Perth Road, including for street functions and the Bassendean Hotel. Now that the traffic lane from Guildford Road has been blocked off into Old Perth Road, traffic has been forced down Parker Street from Palmerston.		The trial period for the partial closure of Old Perth Road has finished and the road has been re-opened, which may alleviate many of the issues raised in this comment.

Traffic flow is significantly heavier and ongoing. All available parking is taken up in Parker Street - notably the top end between Parker Street and Old Perth Road. Cars do frequent U-turns, including in our and others' driveways, looking for parks and doing loops of the street especially as there is no right turn back onto Old Perth Road. They must go left onto Old Perth Road from Parker Street then onto Guildford Road and loop around the block via Palmertson Street back into Parker Street.

Even if the temporarily closed lane in Old Perth Road is reopened - and we hope it is not - there will still be an increased flow of traffic and parking issues because of the planned community activities associated with revitalising the town centre and the reopening of the pub. The parking and traffic will still need to be addressed by the council whether the lane is open or closed.

We think the revitalisation of the town centre is fantastic. But while the purpose of the closed lane is to increase community access to the town centre, it is not the responsibility of the local residents to pick up the increased traffic and parking issues that invariably go with this. The reopening of the Bassendean Hotel to coincide with the closed lane has also contributed significantly to the traffic and parking problems as well. The Council would/should have already factored in these issues in their town planning so that the changes did not negatively impact local residents.

Along with the increased and ongoing traffic flow, parking has become a significant issue in Parker Street. All available spaces are typically taken. People do U-turns to grab a space and squeeze into spaces even partially parking over our driveway, one with ladders sticking into our driveway space making it difficult to back out. This all starts at 12 pm and can go late into the night. We also have people coming back to cars late making noise. Last Saturday night one group had a look in a neighbour's utility. This harks back to the bad old days of the Bassendean pub. It is threatening and undermines the quality of life for residents on our street.

There is no offence committed by vehicles using driveways to undertake U-turn manoeuvres.

Community activities are on an ad-hoc and irregular basis, parking control measures can not be installed to manage one-off or regular but inconsistent land uses/events.

It was noted that the two events were occurring during the survey period and may have had an adverse impact on residents' reporting parking issues for this survey. As the closure was a trial period, parking control measures were not installed for the two week closure period.

Street parking is open to all road users, however, driveway obstruction is an offence under the parking local law and can be actioned under existing control measures. Other matters raised are outside the scope of this survey.

<p>There needs to be increased security around the precinct with the increased activity.</p> <p>The bus coming down Parker Street is an ongoing issue. They often travel too fast for the conditions and now we also have the increased traffic flow. The residents were never consulted on the issue of the changed bus route.</p>	<p>Changes to bus routes are under the control of PTA.</p>
<p>Q3. Do you have any recommended changes where the existing parking control measures are concerned?</p>	
<p>17.3.1 We do not want the increased traffic or parking issues. It is great that the council wants more community activities in Old Perth Road and that the pub has been refurbished and reopened but with these come the predictable traffic and parking issues. Using the back streets for parking doesn't provide a solution to the increased parking needs. The streets were never designed for such volumes of traffic. In addition, we have witnessed driver risk-taking behaviour when trying to secure parks. We don't want our street cut up for parking. The solution lies in getting the cars out of the back streets and directing them into appropriate purpose-provided parking.</p> <p>As traffic can only exit Parker Street one way at the Old Perth Road end, maybe there should be a single narrow lane for traffic access - if any access at all. This has been done in other parts of Bassendean, and suburbs like Mt. Lawley, North Perth, Nedlands as a traffic control and calming measure. However, even if this helped to slow traffic, this may not reduce the volume and there is still the parking issue. We don't want Parker Street turned into a car park.</p> <p>Make the speed limit 30kms.</p> <p>The Council needs to take responsibility for the increased needs. Repurpose, modify, existing public car parks e.g. Wilson Street behind the shops, use council/ratepayer land or purchase vacant land to meet the extra needs. Access to the town centre needs to be directly from Guildford Road to Old Perth Road, not through back residential streets on the other side of Old Perth Road. Long-</p>	<p>Please see response to items 9.3.1 and 17.2.1. Driver behaviour is an issue outside of the scope of this survey.</p> <p>Noted. This survey focuses on parking control measures through the installation or removal of parking restrictions.</p> <p>Please see comment above.</p> <p>Please see comment 9.3.1.</p> <p>Further investigation would be required into business parking or requiring the other land users to provide further on-site parking due to user group, Town Planning Scheme and financial impacts.</p>

<p>vacant land at the Old Perth Road end of Parker Street opposite the pub and next to the TAB could be used as parking. All traffic would need to be controlled on and off Guildford Road directly so that no traffic went along or through Parker or Kenny Streets. These streets would need to be cut off from through traffic. Maybe a roundabout on Guildford Road at the Kenny Street intersection? Parking could be created along the railway line precinct on both sides and the Council could take advantage of the light industrial area for this purpose. All these potential parking areas would need to be aesthetically pleasing, green, have quality pathways, safe street crossings, be family friendly, have good lighting, parking and pathway signage and security.</p>	<p>Aside from Town Planning Scheme issues and land use controls, privately owned land is not within the control of the Town and therefore there is no ability to convert it to parking.</p>
<p>Parker Street does not have good lighting, has a blind hill, increased foot traffic, buses that often drive too fast for the conditions, creepy areas of vacant land and the abandoned fire station, inconsistent paving and no security along with increased traffic. The old fire station and the Padbury Building need to be properly restored and used to contribute to the revitalisation of the town centre. Parking and traffic aside, Parker Street and Palmerston Street need improved lighting, security and paving because of the increased foot traffic.</p>	<p>Changing access to and from Guildford Road would require extensive consultation and further investigation into possibilities and costs with the land owners and State Government Agencies.</p>
<p>There needs to be something done about the buses. They travel too fast especially given the blind hill, the residential nature of Parker Street and the many children and pets who live on the street. Why do the buses need to use Parker Street? There is one bus stop outside the pub on the corner of Parker Street. Possibly put the bus stop in Old Perth Road instead... giving the bus immediate access to Guildford Road ... or look at other alternatives. This needs to be reviewed. There was no community consultation with the residents of Parker Street when this change in the bus route was made.</p>	<p>These items are outside of the scope of this survey and are not related to parking control measures.</p>
<p>Noted. This is outside the preview of the Town and also more related to driver behaviour and does not relate to parking control measures.</p>	

18	Affected Property: 1A Guildford Road Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment

18.1.1 No	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?	
18.2.1 Nil comment	Noted.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?	
18.3.1 Nil comment	Noted.

19	Affected Property: 5 Wilson Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
19.1.1 Yes		Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
19.2.1		N/A
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
19.3.1		N/A
General Comment		
19.4.1 Dear Sir / Madam		
<p>Thanks for your letter about Parking Review. Well I live on 5 Wilson Street and next to my house have sign No Parking. Despite that people park whenever is possible and I have problem reversing car from my driveway! Now when new hotel re-open got worse plus traffic double. I guess hotel parking not enough to accommodate all people attending pub or people who catch train park there. Well it's also a duty of Bassendean Ranger to check from time to time!! I'm hoping something can be done to satisfy everyone to enjoy great suburb!</p> <p>Kind regards</p>		Noted. Issues raised fall under the existing parking control measures and can be actioned as such.

20	Affected Property: 20/13 Wilson Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
20.1.1	No	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
20.2.1	No	Noted.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
20.3.1		N/A

21	Affected Property: 14 Kenny Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
21.1.1	Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
21.2.1	There is currently no time limits on parking at the front of our house at 14 kenny street. We don't have a driveway and always struggle to get parking at the front of our home. As people park along our street in the morning and catch the train. They leave their vehicles parked all day as it's free and no time limit and it's a short walk. It's so frustrating when trying to get parking or deliveries trades people have to park at the top of the street we would fully support as rate payers installing signage for maximum 4 hour parking. Thank you and look forward to your feedback soon.	Noted - Please see response to item 5.3.1. Also, timed parking will not guarantee that parking will be available at the time the residents would require it.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
21.3.1	Install signage for max parking 4 hours to stop people driving and leaving their vehicles all day in front of our home because it is free and close walk to train station.	Please see comment at item 21.2.1.

22	Affected Property: 19 Parker Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
22.1.1	Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
22.2.1	<p>-Street Parking along Parker street, between Old Perth road and Palmerston road, becomes very heavy on the weekends, and difficult for residents to park outside their property.</p> <p>-Reversing out of the driveway onto Parker street becomes difficult at times as it is harder to see traffic coming up or down Parker street with the view obstructed by cars parked all the way along the side of the road.</p> <p>-Both these issues have occurred with the opening of the Hotel.</p>	<p>It is also noted that the opening of the Bassendean Hotel coincided with the trial closure period of the East Bound Lane of Old Perth Road. With the re-opening of Old Perth Road, the change in road usage may have alleviated many of these issues.</p>
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
22.3.1	Not sure what parking controls exist on Parker street between Old Perth road and Palmerston road	Noted.

23	Affected Property: 202/80 Old Perth Road Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
23.1.1	Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
23.2.1	<p>There are significant issues relating to parking on Whitfield between Old Perth Road and the entrance to the shopping centre. The shops and childcare centres result in a significant number of journeys, with people parking in unmarked bays, including next to the marked bays on the pavement at 80 Old Perth Road, during pickup and drop off times. Furthermore, the two parking bays on the pavement outside of 80 Old Perth Road</p>	<p>Please see comments at item 7.2.1.</p>

<p>(outside Jones & Co) are a significant and enduring safety hazard. Exiting via the garage is a gamble for anyone in a car smaller than a 4wd due to the vehicles parked in these bays blocking sight lines, which is further exacerbated by the hedges on Old Perth Road. These issues, combined with the building geometry, mean that smaller cars cannot be seen coming from OPR to Whitfield until the last second. Unless the intent of the Council is to increase carbon emissions and parking issues by forcing people into bigger cars to provide an elevated sightline, these issues should be addressed before a serious accident occur. While OPR is 40km/h, that just means that mean people do not slow significantly before taking the corner and people coming out of 80 OPR or the childcare centre are susceptible to side on (t bone) accidents.</p>	
<p>Q3. Do you have any recommended changes where the existing parking control measures are concerned?</p>	
<p>23.3.1 Remove the markings for the parking bay and either use a parklet or parking controls to avoid these being used anyway. Increase signage to make it clear that parking is not allowed within the close proximity of that intersection.</p>	<p>Please see comments at item 6.2.1.</p>

<p>24</p>	<p>Affected Property: 211/80 Old Perth Road Bassendean</p>	
<p>Q1. Do you believe there is a problem with the existing street parking?</p>		
<p>Summary of Submission</p>	<p>Comment</p>	
<p>24.1.1 Yes</p>	<p>Noted.</p>	
<p>Q2. If there is a problem, please advise what that problem is and which street(s) are affected?</p>		
<p>24.2.1 The corner of OPR and Whitfield Street is extremely busy and parents who attend the childcare centre at 30 Whitfield Street during peak times are constantly parking in unmarked bays causing the corner to be extremely unsafe.</p> <p>Cars travel around this corner really quickly and immediately into congestion by those people who illegally park right back to the corner.</p>	<p>Please see comment at item 7.2.1.</p>	

<p>I live in Whitfield Apartment complex on the corner and the roller door is regularly being blocked by parents dropping off at the childcare because of the illegal parking.</p> <p>The whole corner needs to have double yellow line markings clearly displaying NO PARKING to create a safer environment.</p> <p>The way it is right now appears to have no been planned very well, and not factored in that it's an extremely busy entry point to the shopping centre, bowling club, childcare and 36 car bays in the apartment complex which are all full.</p> <p>I've tried to raise this concern a few times in the last few years and invited the planners to monitor. I'm hoping this consultation opportunity is the time!</p> <p>Happy to talk in more detail in person.</p>	
<p>Q3. Do you have any recommended changes where the existing parking control measures are concerned?</p>	
<p>24.3.1 Double yellow lines and clear NO PARKING signage.</p>	<p>Noted. Parking control measures may be considered for this intersection.</p>

<p>25</p>	<p>Affected Property: 203/80 Old Perth Road Bassendean</p>	
<p>Q1. Do you believe there is a problem with the existing street parking?</p>		
<p>Summary of Submission</p>		<p>Comment</p>
<p>25.1.1 Yes</p>	<p>Noted.</p>	
<p>Q2. If there is a problem, please advise what that problem is and which street(s) are affected?</p>		
<p>25.2.1 There is always lots of people parking illegally outside the roller door and around the corner of Whitfield Apartments, making it very difficult to leave the complex garage.</p> <p>A lot of this problem is caused by the busy shopping centre, Coles delivery trucks every 30 minutes trying to get to the loading dock and people going to the childcare next door.</p>	<p>Please see comments at item 7.2.1.</p>	
<p>Q3. Do you have any recommended changes where the existing parking control measures are concerned?</p>		

25.3.1 Mark the road with paint clearly stating no parking. Signage isn't good enough.	Please see comments at item 24.3.1.
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26	Affected Property: 30 Kenny Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
26.1.1	Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
26.2.1		N/A
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
26.3.1	<p>All, I wish to submit the following proposal:</p> <ul style="list-style-type: none"> No Standing signs on both sides of the full length of Palmerston St be installed – illegal parking fined No Standing signs on both sides of the full length of West Rd be installed - illegal parking fined All streets which donot currently have marked parking bays be either: restricted to parking on ONE street side only or roads widened to accommodate on street parking but still allow unrestricted two way traffic 2 hr parking at Bassendean Shopping precinct – residents issued with resident stickers for cars (emption from restrictions) all others fined. This will 	<p>By restricting parking for the full length of Palmerston Street and West Road, this has the risk of creating full and open roads, which drivers may then use as 'race strips', with no parked vehicles causing drivers to pay more attention to the road.</p> <p>Sections of West Road near Old Perth Road already have 'No Stopping' restrictions.</p> <p>Street parking is available to all road users and is a means to control the speed of vehicles travelling on a road and contribute to a safer street due to drivers having to pay more attention, and can therefore stop quicker due to slower traveling speeds. Preventing parking on all streets would not be a viable option for this survey and removing verge area to create off-street parking would require extensive investigation, consultation and costings.</p> <p>Timed parking and Permit parking can not be installed in the same location as permit parking will not allow residents to park</p>

<p>hopefully deal with the lack of available parking during football events</p> <ul style="list-style-type: none"> Reduce parking to ONE side only of Whitfield St to allow safe two way traffic, currently dangerous 	<p>against the time restriction. Both proposals will require further investigation as they are resource intensive. Also, parking within the Shopping Centre is private property and a previous audit has been undertaken and actioned in regard to Football Parking.</p> <p>Whitfield Street in this location has been amended to the 'Safe Active Street' and as such the road layout, speed and parking areas have been installed with a reduction of trafficable road surface in mind to improve pedestrian access and safety.</p>
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27	Affected Property: 46A West Road Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
27.1.1	Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
27.2.1	Match day at the oval causes problematic parking in West road.	Parking restrictions have been installed in this location as an outcome of a previous audit.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
27.3.1	Create more designated parking for the oval. Yellow line painting on the roads inconveniences residents more than oval visitors	Further investigation would be required into Steel Blue Oval parking to provide further on-site parking due to user groups, Town Planning Scheme and financial impacts.

28	Affected Property: 22A Parker Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
28.1.1	Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
28.2.1	There has been a significant increase in street parking at the Bassendean Hotel end of Parker St.	Please see comment at item 9.3.1.

<p>mainly on Friday and Saturday afternoon and evening.</p> <p>i welcome the reopening of the Hotel and the increase in activity, but feel the council should provide more parking in the immediate area.</p>	
<p>Q3. Do you have any recommended changes where the existing parking control measures are concerned?</p>	
<p>28.3.1 1. As with other suburbs, a parking time limit and or parking permit for residents to have priority to park out the front of their homes untimed. Some have no choice but to park on the street.</p> <p>2. Perhaps the fire station or the vacant lot nearby can be made into a parking lot. (multi Level?)</p> <p>There has always been a lack of parking in the area and some forethought could only benefit our High Street as it builds in popularity, now we have a world class Hotel chain running the Bassendean Hotel. The potential to grow Old Perth Road into an Oxford Street or Rokeby Road is very real. i feel some multi level parking would be ideal. Another area where a multi level car park could be almost hidden is behind the Council building area.</p>	<p>Timed parking and Permit parking can not be installed in the same location as permit parking will not allow residents to park against the time restriction. Both proposals will require further resourcing as they are resource intensive.</p> <p>Aside from Town Planning Scheme issues and land use controls, privately owned land is not within the control of the Town and therefore there is no ability to convert it to parking.</p> <p>Please see comment at item 9.3.1.</p>

29	Affected Property: 408/85 Old Perth Road Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
Summary of Submission		Comment
29.1.1 No		Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
29.2.1 None		Noted.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		

29.3.1 No	Noted.
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30	Affected Property: G4/80 Old Perth Road Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
30.1.1 Yes		Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
30.2.1	Road closure from the BASSENDEAN hotel. Lack of roundabouts on old perth rd that cross Whitfield st. Palmerston and Wilson stop sign location is nothing but noise, excesssive driving, lack of stopping at the stop sign. People parking in this location blocking the roads and walking up and down the street drunk	Many issues reported centre on driver behaviour rather than parking control measures.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
30.3.1	Open up old perth rd again. Put. I parking yellow lines at Palmerston and Wilson and create more town centre parking that is allocated	Noted – Old Perth Road has since re-opened and may have alleviated issues reported. The Parking Local Law and Road Traffic Code set out the permitted parking distances from an intersection/corner. It is not general practice to install allocated public/street parking.

31	Affected Property: 32 Kenny Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
31.1.1 Yes		Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
31.2.1	Kenny Street from Guildford Road to Palmerston is a Park & Ride Monday to Friday for the train service rather than pay for the Station Car park. Also, people who live two streets away drive their cars to Kenny st rather than walk. Also when markets are on people drive to this area also and difficult to exit and enter the road safely.	Please see comment at item 21.2.1.

Q3. Do you have any recommended changes where the existing parking control measures are concerned?	
<p>31.3.1 There should be a maximum of two hours parking on Kenny street between Guilford Road and Palmerston Monday to Friday.</p> <p>Car Parking Permits need to be considered by the council for residents of Kenny street between Guilford Road and Palmerston.</p> <p>Also between Houses 34 and 36 Kenny Street, there needs non-parking hatch lines as the space is too small for a vehicle to park which makes entering and exiting difficult.</p>	<p>Please see comment at item 21.2.1.</p> <p>Timed parking and Permit parking can not be installed in the same location as permit parking will not allow residents to park against the time restriction. Both proposals will require further investigation as they are resource intensive.</p> <p>Further investigation will be required to determine if this space is permissible as a parking area.</p>

32	Affected Property: 3/85 Old Perth Road Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
	32.1.1 Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
	32.2.1 Whitfield street is too had to drive through and park and Old Perth Rd 1hr parking is not long enough .	<p>Noted - Whitfield Street has been amended to a 'Safe Active Street', which promotes shared use with all road users including pedestrians and bicyclists.</p> <p>Old Perth Road parking restrictions have been installed to ensure there is regular turn-over of vehicles and to ensure there is fair and equitable access to street parking. There are several locations within a close distance to the commercial strip where parking for an extended period is permitted.</p>
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
	32.3.1 Take the parking signs away	Removing restrictions in this location would require further investigation and consultation to determine any impacts on the residents and road users.

33	Affected Property: 19 Parker Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
33.1.1	Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
33.2.1	Sine the pub has reopened there are a lot of cars in Parker St. It is difficult to get safely out of the driveway. I'm not sure whether this will be an ongoing issue	Noted – with the re-opening of Old Perth Road and the passing of the initial opening period, this issue may have been alleviated.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
33.3.1		N/A

34	Affected Property: 3/50 West Road Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
43.1.1	No	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
34.2.1	No	Noted.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
34.3.1		N/A

2	Affected Property: 20 Whitfield Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
35.1.1	Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		

<p>35.2.1 20 Whitfield Street, trucks have difficulty accessing, had to remove my sprinklers from the verge as they kept getting run over and broken by cars parking directly out the front of my house, difficult when reversing out of my drive way when vehicles are parked cant see what is coming up or down the street, I believe the street parking at the Northern end of Whitfield Street from Old Perth Road should be removed, which will make it safer for us who live at this end of the street, easier access for trucks servicing the shopping Centre.</p>	<p>Whitfield Street has been amended to a 'Safe Active Street', which promotes shared use with all road users including pedestrians and bicyclists. Part of this installation included street parking in order to slow traffic to protect all road users.</p>
<p>Q3. Do you have any recommended changes where the existing parking control measures are concerned?</p>	
<p>35.3.1 I believe the street parking at the Northern end of Whitfield Street from Old Perth Road should be removed, which will make it safer for us who live at this end of the street, easier access for trucks servicing the shopping Centre.</p>	<p>Please see comment at item 35.2.1.</p>

<p>36</p>	<p>Affected Property: 38 Kenny Street Bassendean</p>	
<p>Q1. Do you believe there is a problem with the existing street parking?</p>		
<p>Summary of Submission</p>		<p>Comment</p>
<p>36.1.1 Yes</p>	<p>Noted.</p>	
<p>Q2. If there is a problem, please advise what that problem is and which street(s) are affected?</p>		
<p>36.2.1 Unfortunately Palmerston street is too narrow and too busy with buses, trucks and high volume to allow parking on Palmerston street or even half on/ half off parking.</p>	<p>The installation of further parking restrictions on Palmerston Street may in turn create a run for vehicles to be able to increase speed/reduce attention due to road layout and elevation.</p>	
<p>Q3. Do you have any recommended changes where the existing parking control measures are concerned?</p>		
<p>36.3.1 There should be no street parking on Palmerston street. And there should be signs before the crest that say 'slow down ' (yellow). Council should also trim the trees and cut the verge grass on Palmerston to minimise any blind spots.</p>	<p>Please see comments at item 36.2.1. Further investigation can be undertaken into additional signage and verge/tree maintenance is regularly scheduled, however, is outside the scope of this survey.</p>	

<p>37</p>	<p>Affected Property: 20 Parker Street Bassendean</p>	
<p>Q1. Do you believe there is a problem with the existing street parking?</p>		

Summary of Submission	Comment
37.1.1 Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?	
37.2.1 20 Parker Street, we are regularly unable to park in our street near our property. As we value the heritage facades of our home we do not want to put in a double car port structure as such we need to have vehicle parking on the street. People regularly park all day to access the train and now with the Bassendean Hotel being reopened parking is even more in demand. Our verges are also notable narrower than average and as such parking a vehicle on them is not an option. Also on bin day we are unable to put out rubbish out as people often park us in.	It is up to each individual property to provide off-street parking. Where this is not possible or not preferable by the landowner, it is not the responsibility of the Local Government to ensure adequate parking for residents and guests to make up for the short fall. Street parking is available to all road users and can not be allocated to separate properties.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?	
37.3.1 Resident parking only would resolve this issue.	Further investigation and consultation would be required into this proposal as permit parking is resource intensive and will impact all residents and guests.

38	Affected Property: 4 Wilson Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
38.1.1 No		Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
38.2.1 House numbers 3 5 and 4 Wilson St have beautiful gardens. Currently these three houses have No Parking zones outside them. This shows off Bassendean's historic homes and well maintained gardens to best advantage. Also, our house, number 4 Wilson, has benefited greatly from No Parking signs, as it stops my verge garden from being trampled on. This was a pleasing outcome and one we hadn't considered. I say, despite the pressure on parking now, leave this stretch of Wilson St street parking as it is i.e. No Parking.		Noted.

Q3. Do you have any recommended changes where the existing parking control measures are concerned?	
38.3.1	N/A

39	Affected Property: 32 Hamilton Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
Summary of Submission		Comment
39.1.1	Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
39.2.1	Hamilton street needs some sort of speed bumps as now there are cars parked along the road for the park and there are a lot of kids running across the road & there are people speeding down towards Old Perth Road at 60+ kmph	Noted - Traffic calming devices are outside the scope of this survey.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
39.3.1	I think adding a bbq and park seating at the Whitfield side of Palmerston park would draw more cars to that side of the park equaling out the parking.	Noted – suggestions are outside the scope of this survey.

40	Affected Property: 20 Parker Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
Summary of Submission		Comment
40.1.1	Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
40.2.1	Many of the houses on Parker Street (ours included) have limited parking, so many residents rely on street parking. It is also often difficult to find space to put the bins out on Sunday evenings During the week non residents often park here all day rather than at the train station (which has ample parking but attracts a modest fee). The new pub has also	Please see comment at item 37.2.1.

increased the number of people parking on the street.	
Q3. Do you have any recommended changes where the existing parking control measures are concerned?	
40.3.1 I would recommend introducing resident parking permits, with a time limit on other people parking	Timed parking and Permit parking can not be installed in the same location as permit parking will not allow residents to park against the time restriction. Both proposals will require further resourcing as they are resource intensive.

41	Affected Property: 29 Hamilton Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
41.1.1	Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
41.2.1	Hamilton Street, illegal parking when cars park on both sides of the road and blocking traffic, between Old Perth Road and Palmerston. Parking of cars making it difficult to get out of our driveway. The congestion caused by the through traffic dodging the parked cars and drivers constantly getting angry and zooming because of their frustration at having to stop because of alternating traffic. It is an area with many children crossing the road to visit the park and needs to be addressed. Parking on James Street on the road too close to the stop sign on Palmerston, causing visibility issues with through traffic.	Illegal parking can be actioned under the existing parking control measures and several other items relate more to driver behaviour. This intersection is currently under review by Infrastructure Services to manage the issues raised.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
41.3.1	Ban some of the parking, visible signage and enforcement.	Noted. Signage is installed as per Australian Standards and not all offences require signage. Rangers attend when possible and when reports of illegal parking are received.

42	Affected Property: 6/13 Palmerston Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		

Summary of Submission	Comment
42.1.1 Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?	
42.2.1 Insufficient parking on Palmerston st due to no parking areas.	Noted.
Commuters parking all day in Kenny st.	Noted.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?	
2.3.1 Off street parking on Palmerston st similar to how it's done on Kenny st.	The layout of Palmerston street is unlikely to support the installation of embayed parking , however, this would require further investigation in to costs, and viability.
Time limit zones on Kenny st. Perhaps 2 or 3 hours.	

43	Affected Property: 107/85 Old Perth Road Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
	43.1.1 Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
	43.2.1 There are parking bays at the corner of old Perth road and Whitfield street (8 napkins side) that are miss used or selfishly occupied all day by people who work at 89 old Perth road. The owner of 89 old Perth road had a secondary gate installed to ensure the public can't use the 3 extra bays that are out side of their primary gated car park. Although there are 15 car bays at 89 old Perth road, employees from Professionals and Belleza Hair continuously park here when there are private bay available at 89 old Perth road.	Timed restrictions can be actioned under the existing control measures. Private property is unable to be managed in this way by the Town.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
	43.3.1 Erect signage along the 85 old Perth road and Whitfield street corner. Signage can say 'No parking parking, reserved for	Some locations may benefit from additional road markings to further identify where

residents or visitors of 85 old Perth road'. Subsequently enforcing this implemented change.	parking is prohibited. Parking can not be allocated to residences or guests.
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44	Affected Property: 23 Kenny Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
44.1.1	No	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
44.2.1	No problem as I have a garage and driveway	Noted.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
44.3.1		N/A

45	Affected Property: 34 Palmerston Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
45.1.1	Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
45.2.1	There needs to be designated street parking on palmerston like on Whitfield. It is currently unclear that you are allowed to park on palmerston and it should be encouraged for people to use this space to park (e.g., for the playground)	A lack of parking restrictions or other markings provides for permissible street parking.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
45.3.1	Designated parking spaces marked on the street (e.g., whitfield) and/or signs to notify people that parking is legal on the street (road marking preferred as signs ruin people's verges). If it is not legal to park along palmerston (read the rules from 2019 and I believe it is), it should be. Parking along	Permissible parking does not require signage under the Standards unless there are restrictions on the use i.e. timed parking.

palmerston will add natural barriers to reduce speeding down the road which is a current problem with people using it as a way to avoid lights on guildford. Additionally it will provide much needed additional parking for the new playground	
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46	Affected Property: 18A Whitfield Street Bassendean
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Q1. Do you believe there is a problem with the existing street parking?

Summary of Submission	Comment
46.1.1 Yes	Noted.

Q2. If there is a problem, please advise what that problem is and which street(s) are affected?

46.2.1 The problem is Whitfield Street behind the Coles shopping centre. The staff of the centre occupy the parking spaces from 6 am to 6 pm. This reduces visibility for pedestrians crossing from either side of the road as they need to step past the parked cars to view traffic. Reversing into traffic from the residential side of Whitfield is a real gamble as visibility is very poor when parking spots are full. Additionally the speed hump cannot be seen when heading south on Whitfield st until you are on the crest of the hill and many vehicles are exceeding the 30kph limit.	Many of the issues raised focus on driver behaviour and not parking control. There are no time limits on the parking in this location at this time. Parking in this area was installed as part of the 'Safe Active Street' with sharing the road with all users in mind.
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Q3. Do you have any recommended changes where the existing parking control measures are concerned?

46.3.1 Make the parking a two hour limit, similar to old Perth rd and all the side streets that branch off it, have parking permits for residents to have on their cars for street parking. Additionally there needs to be more speed mitigation devices on Whitfield at adjacent to the shops, the current single speed bump is ineffective as it's not visible until on top of it when heading south	Timed parking and Permit parking can not be installed in the same location as permit parking will not allow residents to park against the time restriction. Both proposals will require further investigation as they are resource intensive. Traffic calming devices are not part of the scope of this survey.
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47	Affected Property: 37 West Road Bassendean
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Q1. Do you believe there is a problem with the existing street parking?

Summary of Submission	Comment
47.1.1 Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?	
<p>47.2.1 I have a number of issues. First, my understanding is that the solid yellow line that now passes in front of my property prohibits vehicles standing on that side of the road at any time? If that is true, then what is the status of the parking sign on the verge which states...no parking between 8am -6pm Saturdays MAR-AUG?</p> <p>We own a camper trailer that is kept in storage at a site in Collier Rd. Prior to going camping our routine is to bring the trailer over and park it on the road in front of house in order to fill the water tanks and to load the fridge and pantry in the trailer. We cannot get the trailer into the driveway and off the road. This takes about 15-20mins. We usually do this early in the morning before the traffic gets busy. It appears that doing this is now illegal and we can be fined \$75? I understand the desire to alleviate the problem of people parking on this side of the road for long periods, but why must we, the residents, be penalised? Over the years I have seen many of our neighbours parked on this side of the street when loading and unloading trailers and caravans, moving house etc . There are also many occasions when tradespeople have needed to park on the street when supplying services to houses or when attending to the NBN box on our verge or the Telstra pits on the verge and our driveway. Where do they all park now?</p>	<p>Football parking signs have been removed from at the completion of the installation of the yellow lines as per the Football Parking Audit.</p> <p>Rangers would action these situations on an individual basis and would work with the land owners/residents to find an appropriate solution.</p>
Q3. Do you have any recommended changes where the existing parking control measures are concerned?	
<p>47.3.1 Believe the no standing at any time yellow line creates more problems than it solves. Yes, parking can create issues during footy season but the presence of the existing signage restricting parking at those times was adequate. All that is needed is a stronger presence from rangers on game days to reinforce the previous no parking regulation.</p>	<p>The change to yellow line restriction was as per a previous audit and associated community consultation.</p>

48	Affected Property: 32 Parker Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
48.1.1	Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
48.2.1	Parker street, palmeston road	Noted.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
48.3.1	There is no suitable parker on palmeston or parker street towards Bridson street for occupants or visitors.	Provision of additional parking for guests is not the responsibility of the Town and street parking can not be allocated per property.

49	Affected Property: 8/13 Palmertson Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
49.1.1	Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
49.2.1	Insufficient signage to indicate "no parking" in front of 13 Palmerston St complex often resulting in illegal parking on the paved verge constructed as an area for rubbish bins collection. This paved area it not weight rated for vehicles, resulting in damage to it.	Restricted area has an opening and closing sign and as the area is less than 75m no further signage is required.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
49.3.1	More and clearer signage at eye level, where drivers can actually see them.	Australian Standards set out where parking signage is permitted to be placed and all signs must be installed to the standard in order to be enforceable.

50	Affected Property: 26 Old Perth Road Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment

50.1.1 Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?	
<p>50.2.1 It is supposed to be 1 hour in front of my shop (when the street is not closed to traffic) and cars are often parked there all day. This is not patrolled by rangers or enforced to my knowledge. Due to the limited number of bays it means my customers either have to park further away or don't stop at all.</p> <p>I think the 2hour bays in the Wilson st car park behind the shops should be made all day but exclusive to businesses only - perhaps a sticker or permit to differentiate</p>	<p>This issue is managed under existing parking control measures.</p> <p>This parking area is no longer under the control or management of the Town, as per Council determination.</p>
Q3. Do you have any recommended changes where the existing parking control measures are concerned?	
<p>50.3.1 Start enforcing the times listed on the signs.</p> <p>As above for business owners - permit or similar for Wilson St carpark.</p>	<p>Noted. Rangers attend to parking when able and in competition with daily priority tasks. Please see comment at item 50.2.1.</p>

51	Affected Property: 8 Parker Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
51.1.1 Yes		Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
51.2.1 Parker Street between old perth road and fire brigade. Where do we start with problems!!!!!!		Noted.
1. Cars allowed to park infront of fire bridge. Between trying to see over a crest plus cars (cars aren't see through) we have had many close calls with cars coming over the crest or speeding over it and we can't see them until it's too late. Iv lost count how many times iv had to apologise because I can't see past parked cars but apparently there's no issue and TOB said to pull the car 3/4 out to see		Parking restrictions were removed from this location as part of a previous audit of street parking as they were no longer required for restricting access to the Fire Station Driveway.

<p>past the parked cars... well that's why we have had many near misses thanks for that.</p> <p>2. Pub parking. The over flow is all up and down Parker st. Mixing that with those who park on Parker st ALL DAY and catch the train there's no where to park. We have the verge but I need a sign saying residents only. Have already had to ask multiple randoms to move their car otherwise I'm having to park down past palmerston st. Residents shouldn't have to.</p> <p>3. Power to the people road cut off. What a waste of time that is. Again pushing more people trying to park in this area and it doesn't work because there is NO WHERE TO PARK!!!! There's no need for it at all. It's a waste of time and resources. Those businesses are losing customers.</p> <p>4. drunk drivers. People leaving the pub staggering holding each other up late at night and driving away and nearly driving straight into the power of the people set up.</p> <p>This area is dangerous. And we have voiced our concerns so many times no one is hearing us. We offered for council to park in our driveway with cars parked in front of the fire brigade to see how dangerous it is. But we weren't being listened too and our SAFETY concerns ignored.</p>	<p>Verge parking can be restricted by the resident under the existing parking local law.</p> <p>This trial closure period has ended and the road has been re-opened.</p> <p>This is in relation to driver behaviour and is a matter for WA Police.</p> <p>Noted, this matter has been discussed previously and sight line investigations have been undertaken.</p>
<p>Q3. Do you have any recommended changes where the existing parking control measures are concerned?</p>	
<p>51.3.1 Stop the all day parking and have the ranger actually monitor it and issue the fines.</p> <p>Close off the parking in front of the fire brigade.</p> <p>Liaison with the local police to monitor drunk driving before someone is killed.</p> <p>And reopen old perth road. People say it rarely got used. We can see it from our front door. It gets used all the damn time!!!</p>	<p>Please refer to comment at item 5.3.1.</p> <p>The Fire Station is no longer active and does not require extended restrictions to allow for fire truck access/egress.</p> <p>Instances of this nature should be reported directly to WA Police for their action.</p> <p>This has already occurred.</p>

52	Affected Property: 11 James Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
52.1.1	Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
52.2.1	<p>When Holly Raye's is open there is rarely any street parking available and when the transperth bus uses the street it creates a dangerous situation.</p> <p>There is rarely any available parking in the street in front of our property and it is not unusual to find rubbish on our front lawn.</p> <p>There is also an increasing number of vehicles street parking with vehicles facing the wrong way. This in itself creates a dangerous situation.</p> <p>This is James Street between Palmerston St and Old Perth Road.</p>	<p>Street parking is available for all road users and can not be allocated to a property.</p> <p>This is an offence that can be actioned under the existing local law provisions.</p>
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
52.3.1	More patrols by the town ranger.	Noted. This is resource and priority task dependant.

53	Affected Property: 36 Palmerston Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
53.1.1	No	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
53.2.1	Nil	Noted.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
53.3.1		N/A

54	Affected Property: 21A Hamilton Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
54.1.1	Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
54.2.1	The problem I wish to bring to your attention is not with the availability of parking, but rather with the parking behavior. Cars are regularly parked on Hamilton St, right near the corner of Old Perth Rd, causing a blind corner and hazard. This is particularly a problem during pick up and drop off times at St Michael's School.	Driver behaviour is outside the scope of this survey. 'No Stopping' markings may alleviate the issues being reported regarding parking on the corner should vehicles be found to be parking within the restricted intersection distances.
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
54.3.1	A no parking/standing sign right on the corner will remind drivers not to park their and remove the hazard they create.	Parking in intersections is controlled under the parking local law and Road Traffic Code.

55	Affected Property: 31 Palmerston Street Bassendean	
Q1. Do you believe there is a problem with the existing street parking?		
	Summary of Submission	Comment
55.1.1	Yes	Noted.
Q2. If there is a problem, please advise what that problem is and which street(s) are affected?		
55.2.1		N/A
Q3. Do you have any recommended changes where the existing parking control measures are concerned?		
55.3.1		N/A
General Comment		
55.4.1	To Whom This May Concern,	

Online Form – Parking Area 2 – Community Consultation

Respondents Name *

Postal Address *

Email Address

Phone Number

Please Identify if you are the property Owner or the Occupier *

- Owner Occupier Both

Address of the property you own/occupy *

Do you believe there is a problem with the existing street parking? *

- Yes No

If there is a problem, please advise what that problem is and which street(s) are affected? *

If there is a problem, please advise what that problem is and which street(s) are affected?

Do you have any recommended changes where the existing parking control measures are concerned?

Do you have any recommended changes where the existing parking control measures are concerned?

Development Application: Proposed Tavern & Microbrewery

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Attachment 9.3.1

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1 INTRODUCTION

1.1 Purpose

This report has been prepared by Harley Dykstra in support of an application for the development of a proposed “Tavern” & “Microbrewery” at Lot 145 (No. 73) Old Perth Road, Bassendean (the subject site). A copy of the development plans are attached at **Appendix A**.

This report includes the details of the proposed development, the subject site and a planning assessment that addresses all relevant statutory compliance, policy requirements and planning considerations.

The proposed development intends to provide an innovative addition to the local community by establishing a unique shared model of service that incorporates a variety of local players. The tavern will predominately serve its own beverages, including its own unique draught to be brewed on-site in its state-of-the-art brewing facilities.

However, in a break from tradition, it proposes to not offer its own food, and instead provide its customers menus to nearby restaurants, and allow food to be delivered on-site and consumed at the venue as part of a joint agreement between local owners. In addition to this model, the proposed development also makes provisions for two fixed food truck bays within its rear alfresco area. This will allow a variety of food trucks to rotate through and operate in tandem with the tavern to provide their service in a safe and cohesive manner. Not only will this progressive model help to foster strong relationships with local businesses and stimulate economic activity in the town centre, but ultimately it will contribute to an enhanced sense of local identity and pride by providing a space where the community feels welcome.

1.2 Background

In accordance with the City’s Local Planning Scheme No. 10 (LPS 10), the Bassendean Town Centre has been zoned as a ‘Town Centre’ which has the function of promoting the town centre zone as the principal focus of the district in terms of shopping, professional, administrative, cultural, entertainment and other business activities.

To help guide subdivision, land use, development, and infrastructure provision for the Bassendean Town Centre, the City prepared its Local Planning Policy 1 - Bassendean Town Centre Strategy and Guidelines (LPP 1) in 2008 in accordance with State Planning Policies. The strategic objectives outlined in the plan aim to transform the area into a mixed-use town centre that is safe, visually attractive, and sufficiently robust to enable it to evolve over time.



2 LAND DESCRIPTION

2.1 Land Ownership Details

The details of the subject property are identified as follows in **Table 1**:

LOT NUMBER:	PLAN:	VOLUME/FOLIO:	LOT AREA:	REGISTERED PROPRIETOR:
145	1786	1650/349	1085m ²	Lorena Rossi Saint Alia Nikoloski

Table 1: Certificate of Title details

Copies of the Certificates of Title are included at **Appendix B**.

2.2 Location and Context

The subject site is located within the suburb of Bassendean and is situated approximately twelve (12) kilometres east of the Perth Central Business District (CBD), and five (5) kilometers north of the Perth International Airport. The site is bounded by Old Perth Road to the north and Hamilton Street to the west, with adjacent residential developments to the east and south of the site.

Development in Bassendean and the surrounding suburbs of Ashfield and Eden Hill are largely comprised of residential single-dwelling houses and include a significant number of heritage listed sites. The area is further bounded by the Swan River and associated foreshore reserves to the south, which prohibit development from extending further in that direction. Ample public open space is provided across the locale and is further supplemented by the regional reserves located along the foreshore.

2.3 Site Description

Lot 145 currently contains a vacant premises located on the northern portion of the lot, with the remainder of the lot currently accommodating an area of parking.

The site is clear of any remnant vegetation as a result of previous development of the site. However, there are two existing mature trees located within the road reserve along Old Perth Road which are to be retained and incorporated into the proposed alfresco area as part of this proposal.

In addition to the above, an Aerial Locality Plan is provided below at **Figure 1**, depicting the site in its context to nearby, surrounding development, while an aerial photograph has been included at **Figure 2**, and a street view capture has been included at **Figure 3**.



Figure 1: Aerial Locality Plan

Development Application: Proposed Tavern & Microbrewery
Lot 145 (No. 73) Old Perth Road



Figure 2: Aerial Photograph



Figure 3: Old Perth Road Street View



3 PROPOSED DEVELOPMENT

3.1 Development Summary

This proposal is for the development of a new landmark Tavern and Microbrewery to be located on the corner of Old Perth Road and Hamilton Street within the City's 'Town Centre' zone. To facilitate this development, the existing building on the site is to be retained and redeveloped to accommodate a bar, lounge, staff office, and microbrewing facilities.

The proposed development has been designed to actively engage with the Old Perth Road frontage by incorporating landscaping and outdoor alfresco areas with existing pedestrian networks in accordance with the Town Centre's main street principles. Careful consideration has been taken to ensure that the development facilitates a high level of visual interest as viewed from the streetscape through the use of innovative building articulation and high-quality finishes.

Approval of this development will facilitate the construction of a landmark Brew House, optimally located on a prominent corner-site within the City's 'drive-by' commercial precinct. This valuable addition to the neighbourhood will act as a significant attractor for local residents, drawing them into the area and enhancing economic and social activity while serving as a valuable meeting point for the wider community.

The proposed improvements to the site are presented on the attached Development Plan set prepared by Bond Architecture, including a Development Site Plan, Floor Plans, and Elevations. Architectural impressions prepared by Fratelle have also been included to demonstrate the attractive design features and aesthetic look of the proposed development. Development plans are included at **Appendix A**.

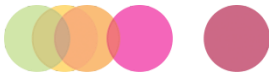
3.2 Site Layout & Design

The proposed tavern comprises a Bar, Lounge and Brewing area of 330m²; two outdoor alfresco areas with a combined area of 685m²; and a staff office and facilities area of 37m². Seven carparking bays have been provided to the rear of the lot with access provided from the southern entrance to the secondary street (Hamilton Street). There are also two additional parking bays for the use of local food trucks (more details provided below). Amenities block and waste storage area have also been provided at the south-eastern corner of the lot. Finally, a loading bay for the use of commercial vehicles has been provided to the rear of the building to be accessed from the northern entrance to the secondary street (Hamilton Street). Details in relation to parking and access have been included in the Traffic impact Statement (TIS) prepared by Stantec as attached at **Appendix C** and within Section 4.3.3 of this report.

The entrance to the building is clearly identifiable and accessible from the primary street frontage (Old Perth Road) ensuring that connection is maintained with existing pedestrian linkages.

3.3 Building Design and Rationale

The proposed development has been designed to celebrate its location on a visually prominent street corner. At the same time, the design acknowledges and sensitively responds to the amenity of the area and nearby residential land uses. The prominent location of the site and its location in the town centre ensures that development, within this context should represent a high-quality built form that activates the streetscape. The proposal achieves this via architectural design and by virtue of the land use itself. The design approach for the project is set out in the SPP 7.0 assessment contained in section 5.1 and has been assessed against the provisions of the Bassendean Town Centre Strategy and Guidelines, detailed further in subsequent sections of this report.



3.4 Development Operations and Staffing

3.4.1 General Operations

The proposed development will operate as a tavern and microbrewery for the patronage of residents in the local area. A local draught beer is to be brewed on-site in the proposed brewing facilities, as demonstrated on the development plans at **Appendix A**. This will be served to patrons to consume on premises but will also be available as a takeaway purchase from the bar. While no kitchen is proposed for the development, patrons will be able to order food from one of the local food trucks parked in the allocated bays in the courtyard. Additionally, patrons will also have the option of ordering food from nearby restaurants via interaction with QR codes to be integrated throughout the proposed alfresco and seating areas.

3.4.2 Tavern Operations and Staffing

The proposed tavern will operate with an average of five staff members at any one time and is envisioned to require a maximum of eight (8) staff to accommodate for peak occupancy. The proposed operating hours for the tavern are as follows:

OPENING HOURS:

Mon	noon till 10pm
Tue	noon till 10pm
Wed	noon till 10pm
Thurs	noon till 10pm
Fri	noon till 12am
Sat	noon till 12am
Sun	noon till 10pm

While the proposed tavern is unlikely to remain open across all seven days, a flexibility in approved opening hours will allow the development to better determine its optimal trading days/hours based on the observed attendance and demand from local residents.

3.4.3 Microbrewery Operations and Staffing

The proposed microbrewing facilities will consist of two (2) 1200L fermentation vessels and six (6) 1200L conditioning tanks. The vessels and tanks have an average diameter of 1.5m and approximate height of 2m. The facilities will be located behind the bar area and will be further separated from patron interference by the provision of a suitable barrier.

The facilities will have a maximum production capacity of 55,000L per annum, however, actual production carried out on-site will vary according to demand.

Deliveries of supplies required to produce the draught beer will occur outside of regular operating hours, and will be facilitated by the provision of a commercial loading bay to the rear of the proposed development, as demonstrated on the development plans at **Appendix A**.

The proposed microbrewing facilities will be operated by a maximum of two dedicated staff members at any one time. The proposed operating hours for the production processes associated with the microbrewing facilities are as follows.

OPERATING HOURS:

Mon	8am till noon
Tue	8am till noon
Wed	8am till noon
Thurs	8am till noon
Fri	8am till noon

This will include all of the maintenance and servicing of facilities. It is noted that the proposed microbrewing facilities emit very low levels of noise during operation and servicing, as this is a requirement of the facilities due to their location within the bar/public area.



3.5 General Site Development

This proposal has been designed in a manner that is cohesive and in accordance with the provisions set out in the City's Local Planning Scheme No. 10 (LPS 10) which is the defining document regarding development standards for this proposal.

The following provides a summary of the general site development principles included throughout this proposal.

3.5.1 Vehicle Movements

Vehicle movements are accommodated by the provision of two (2) crossovers into the site to allow for full traffic movement with minimal impact to surrounding residents and businesses. The main crossover is located at the north-west portion of the site, with access onto Hamilton Street, and the second crossover (for the use of staff) is located just south of the main crossover, with access also onto Hamilton Street. All crossovers meet the minimum requirements in accordance with LPS 10, with the northern accessway (Hamilton Street) being 7.2m wide and the southern accessway (Hamilton Street) 5m in width. Internal traffic movements within the site will be minimal as only staff carparking bays are proposed.

In order to confirm the above, a Traffic Impact Assessment (TIA) has been completed by Cardno now Stantec, indicating that the internal movement network can accommodate all vehicle movements and there is sufficient space for vehicles to exit onto Hamilton Street in forward gear. The findings of their assessment are included at **Appendix C**.

3.5.2 Vehicle Parking

A total of nine (9) parking bays including seven (7) staff parking and two (2) for the use of food trucks, have been proposed for this development.

Due to site constraints and in accordance with the principles of SPP 4.2 Activity Centres and Liveable Neighbourhoods 2015; which encourages the reduction of car-dependency within transit-oriented developments (TOD); no public parking has been proposed for use within this site. To justify this shortfall, a comprehensive parking study has been conducted by Stantec to define the likely generation of parking attributable to the proposed use, the potential extent of parking overspill into adjacent on-street parking, and the availability of such parking within a reasonable catchment area. The findings of this study are included within the TIA and are attached separately at **Appendix D** for reference.

Whilst a summary of the study and a breakdown of vehicle parking compliance has been provided below, it should be noted here that all parking bays are appropriately sized and located in accordance with the relevant Australian Standard.

3.5.3 Landscaping

Landscaping has been depicted nominally across the site, but it should be noted that that the final landscaping design can be subject to a condition of development approval. Significant landscaping is proposed for the external perimeter of the proposed acoustic barrier to soften the impact of blank facades on the surrounding amenity. Landscaping is also proposed to be integrated throughout alfresco seating areas, including the retention of two mature trees within the streetscape of Old Perth road. This will enhance the amenity and sustainability of the popular commercial strip by providing valuable canopy cover to pedestrians and reducing the impacts of the Urban Heat Island (UHI) effect caused by the lack of green cover across urban areas.

3.5.4 Acoustic Considerations

To ensure that the proposed development complies with the allowable noise levels prescribed by the *Environmental Protection (Noise) Regulations 1997*, a Noise Impact Assessment (NIA) was conducted by Herring Storer acoustic consultants. The results of the assessment conditioned the need for a 3m high acoustic barrier to run along the western and southern boundaries of the development to prevent noise pollution from impacting the amenity of the surrounding area. A



further condition was also imposed relating to the use of music in the rear courtyard, which must remain at background/conservation levels and not be utilised after 10pm or prior to 7am (Monday to Friday) and 9am (Sundays/Public holidays). In compliance with the above conditions, the assessment confirms that noise level emissions associated with the tavern and microbrewery are able to comply with the relevant assigned noise levels stipulated by the Environmental Protection (Noise) Regulations 1997. The results of the NIA are attached at **Appendix E**.

3.5.5 Building Bulk and Scale

The building height of the proposed development has been designed to respect the existing topography and built form of the surrounding area while also reflecting its role on a prominent corner site of the City's Town Centre. In keeping with this, the maximum height of the development has been proposed for approximately 5.5m high. This will ensure that solar access and view corridors are maintained for existing residences while still activating and framing the streetscape along Old Perth road.

Innovative design elements such as the use of open-glaze windows, canopy overhangs and a unique building articulation have been integrated into the design of the proposed development to help reduce building massing and provide for an aesthetically pleasing addition to the neighbourhood without dominating the visual landscape.

3.5.6 Residential Interface

The subject site is currently bounded by residential areas to the south. As such, the elevation of the proposed development has been designed to appropriately address adjacent residents and ensure that visual amenity is not negatively affected by the proposed development. Furthermore, a 3m high acoustic barrier has been included across the southern boundary of the site to prevent noise pollution from impacting nearby residence. The ability of the acoustic barrier to sufficiently protect the nearby residential amenity is confirmed in the acoustic report conducted by Herring Storer, attached at **Appendix E**.

The provision of the proposed development will provide a valuable meeting place for the local community, allowing social connections to prosper and a stronger, more communal sense of identity to be formed. This in turn will encourage greater investment and pride in the wider precinct, therefore stimulating economic activity.

3.5.7 Drainage and Water Management

The existing drainage and water management conditions will be retained for the new development.

3.5.8 Waste Management

Waste management, including the storage and movement of bins has been considered in the design of the development. A waste storage area has been included at the south-east corner of the site and is suitably screened from view of the alfresco areas and surrounding residences by the provision of a 3m high acoustic barrier. This will ensure that any unpleasant sights or smells are prevented from negatively impacting the amenity of the development and surrounding area.

Due to the proposed model of food service that foregoes the need for the proposed development to provide a kitchen or food preparation area, minimal waste is likely to be generated on-site. As a result, the 2.8m x 6m waste storage area provided is considered acceptable in meeting the expected waste generation for the proposed development.

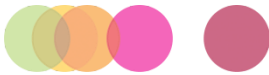
Given some details regarding bin movement and collection are still to be finalised, it is expected that a condition of development approval would require the preparation of a Waste Management Plan that appropriately responds to the operation of the development.

3.5.9 Signage

Minimal signage has been proposed for this development, with just one sign to be integrated into the primary façade the street corner between Old Perth Road and Hamilton Street, as shown on the perspective plans attached at **Appendix A**. Careful consideration has been taken to ensure that the



signage and entranceway are clearly visible from the main street and that the design reflects the aesthetic style and character of surrounding developments via the selection of locally favoured materials and colours.



4 PLANNING FRAMEWORK & RATIONALE

4.1 State Planning Framework

4.1.1 Metropolitan Region Scheme

The subject land is primarily zoned 'Urban' under the Metropolitan Region Scheme (MRS) and adjoins other properties also zoned 'Urban'. The purpose of the Urban zone is to accommodate a range of uses, including commercial development, as proposed by this application.

4.1.2 State Planning Strategy

The State Planning Strategy (SPS) is the highest-level strategic planning document in WA and sets out the key planning-related principles.

Specifically, the Strategy provides an overall guide to the management and provision of key matters related to the environment, community, economy, infrastructure, regional development, and government. The Strategy provides the overall vision which is to be articulated and reflected through subsequent planning instruments in the framework.

The key planning considerations relating to the City of Bassendean include:

- Providing spaces and places focused on supporting the local economy.
- Focusing on infrastructure that contributes to economic and population growth.

4.1.3 Perth and Peel @ 3.5 Million

Perth and Peel @ 3.5 Million provides the overarching spatial framework and strategic plan for the Perth and Peel region for the next 35 years. This document is important as it provides guidance and detailed planning regarding the delivery of housing, infrastructure, and other key services to accommodate future growth through the designation of four sub-regional frameworks. The subject site for this proposal is located within the Central Sub-Regional Planning Framework.

4.1.4 Central Sub-Regional Planning Framework

The Framework provides the next level of detail in respect of the planned pattern of growth in the sub region. From a high-level perspective, the Framework seeks to optimise the use of land within and in proximity to activity centres through increases to housing density and diversity, and an intensification of business, commercial and community activity in places such as the City of Bassendean. There is a general preference for focused development and transformation of existing activity centres to ensure vibrant, mixed-use community hubs that are integrated with high-quality public transport connections.

The Frameworks identify Bassendean as a 'District Centre' within the activity centre framework hierarchy, further details in relation to this are included in 4.1.6 below.

4.1.5 State Planning Policy 7.0 – Design of the Built Environment

The State Planning Policy 7.0 Design of the Built Environment (SPP 7.0) sets out ten design principles to inform and guide landowners, proponents, designers, and decision-makers to achieve good design outcomes in the built environment. It encourages early and ongoing discussion of design quality matters, during the concept, pre-lodgement, and determination stages of a proposal.

In order to demonstrate compliance with SPP 7.0, a preliminary design review of the submitted development plans were assessed against the principles the above principles, with the results detailed below in section 5.1.



4.2 Local Planning Framework

4.2.1 City of Bassendean's Local Planning Strategy

The City's local planning strategy and incorporated Commercial Strategy promotes the Bassendean Town Centre as the primary commercial retail and civic centre of the municipality. To achieve this, a prime objective is to revitalise the traditional main street pedestrian based commercial retail precinct at the west end of Old Perth Road, without undermining the overall importance of the Bassendean Village Shopping Centre located at the east end of Old Perth Road.

To coordinate development in this manner, the Local Planning Policy 1 - Bassendean Town Centre Strategy and Guidelines (LPP 1) was formed to act as the defining document for development in this area. The relevant site requirements and design standards for this site are therefore contained within the guidelines, as detailed below in section 4.2.3.

4.2.2 City of Bassendean's Local Planning Scheme No. 10

The subject site is zoned "Town Centre" under the City of Bassendean's Town Planning Scheme No. 10 (LPS 10).

In addition to the zoning under the Scheme, LPP 1 sets the development requirements for the Bassendean Town Centre and will therefore serve as the primary control in relation to this proposal.

Further details regarding zoning, use permissibility and additional scheme requirements are included in section 6.0.

4.2.3 Local Planning Policy 1 – Bassendean Town Centre Strategy and Guidelines

This policy provides design guidelines and standards for all developments proposed within the 'Town Centre' zone in accordance with the City's LPS 10.

To coordinate commercial development within the zone, the areas along Old Perth Road have been further delineated into three distinct sub-precincts:

- The west end between Guilford road and Wilson street - Traditional "Main Street" pedestrian based commercial/retail;
- The central area between Wilson street and Whitfield street - "Drive-by" commercial with interspersed retail and civic uses; and
- The east end between Whitfield street and West road - Car based retail in the Bassendean Village Shopping Centre at the corner of Old Perth Road and West Road.

The proposed development is located within the central area which according to the strategy, requires a softer, more residential and landscape character than the 'main street' oriented west end. Additionally, the strategy provides for a small retail node to develop at the bend on Old Perth Road (south side) and the intersection of Hamilton Street (the location of the proposed development).

In accordance with the above provisions, the proposed development is optimally suited for its proposed location. Not only will it suit the residential character of the area as a mid-sized, community-friendly establishment, but it will also act as a desirable location and drawcard for local residents, further facilitating the City's aim in creating a small retail node in this location.

Further details concerning the design standards and site requirements set out in the guidelines are discussed in relation to the proposed development in section 6.3 below.



5 DESIGN REVIEW

5.1 Design Assessment of Proposal with SPP7.0 Principles

This section demonstrates statement of compliance with the design principles contained within the State Planning Policy – Design of the Built Environment 7.0 (SPP 7.0). To ensure that all the principles have been suitably addressed, a preliminary review has been conducted by our planning consultants and included in **Table 2** below.

DESIGN PRINCIPLES	DESIGN REVIEW
<p>1. Context & Character <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i></p>	<p>This development proposes a colour and material palette that will respond to the built form elements of the local area and contribute to a sense of place. Architectural features include exposed brickwork, modern rendering and sympathetic colour selection.</p>
<p>2. Landscape Quality <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i></p>	<p>Significant landscaping has been integrated throughout the site to help foster a connection to and enhance the local amenity of the area. This includes the retention and integration of two mature trees within the front alfresco area.</p>
<p>3. Built Form and Scale <i>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.</i></p>	<p>Building bulk and orientation has been carefully designed to prevent building mass from dominating the visual amenity of the area. This was achieved through innovative design techniques such as high permeable windowpanes and a development height that matches adjacent residential uses.</p>
<p>4. Functionality & Build Quality <i>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.</i></p>	<p>The proposed development has been designed to include practical features and elements to ensure the long-term functionality and lifespan of the proposed uses. This includes air conditioning throughout the development, a staff room with appropriate facilities, sufficient parking bays for the loading/unloading of commercial vehicles, transportable amenities block to allow for adaptability to future modifications or proposed changes.</p>
<p>5. Sustainability <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social, and economic outcomes.</i></p>	<p>The proposed development has been oriented to capitalise on the greatest level of solar access possible, which is further facilitated by the inclusion of large clear Perspex windows that allow increased solar permutation.</p>
<p>6. Amenity <i>Good design provides successful places that offer a variety of uses and activities, while optimising internal and external amenity for occupants, visitors, and neighbours, providing environments that are comfortable, productive, and healthy.</i></p>	<p>The proposed development has been designed to ensure that it meets the occupants needs while protecting the amenity of nearby residents through the inclusion of features such as a 3m high acoustic barrier to prevent noise pollution. The amenity of the local area is further improved by the retention of the mature trees in the road frontage on Old Perth road, which will contribute to the level of canopy cover provided and enhance local connection with the natural environment.</p>



<p>7. Legibility <i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i></p>	<p>The proposed development has been designed to ensure that major entrances are clearly identifiable and are integrated into existing pedestrian linkages along Old Perth Road. Similarly, vehicular access and staff parking areas are clearly identifiable by the proposed landscaping and crossovers.</p>
<p>8. Safety <i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i></p>	<p>The proposed development provides for a high level of passive surveillance along the main street frontages of Old Perth Road and Hamilton street due to the siting of external alfresco areas and high, permeable windows. This will work in conjunction with the increased levels of activity along the street frontage to reduce opportunities for anti-social behaviour. Feature lighting will also be incorporated into the facades to provide for an improved level of safety and visibility.</p>
<p>9. Community <i>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.</i></p>	<p>This proposal will provide a valuable addition for the local community by establishing a unique model of food delivery that utilises local restaurants and food trucks to provide food for the proposed development. This will foster strong connections and relationships with local businesses and will contribute to an enhanced sense of local identity and pride.</p>
<p>10. Aesthetics <i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i></p>	<p>The architectural features, materials, and colour palette selected have provided for an attractive and visually interesting design that acts as a drawcard for local residents while being careful not to detract from the existing residential amenity of the surrounding area.</p>

Table 2: Design statement of compliance against SPP 7.0 Design Principles.

In light of the statements included in the table above, this proposal has sufficiently addressed the design principles contained within SPP 7.0.



6 ZONING

6.1 Land Use Permissibility

The use proposed in this application has been cross-referenced against the City's LPS No. 10 and LPP 1. **Table 3** below summarises the various land use definitions that pertain to this proposal:

PROPOSED USE	LPS NO. 10 USE DEFINITION
Tavern	Tavern
Microbrewery	Use not listed

Table 3: Land Use Definitions

The following provides a summary of the land use in the context of the land use definition prescribed by LPS No.10:

Tavern

The proposed Tavern is considered to best fit the definition of "Tavern" as defined within LPS No. 10:

"means premises licensed as a tavern under the Liquor Licensing Act 1988 and used to sell liquor for consumption on the premises"

Tavern is classified as an "A" use within the Town Centre Zone, ensuring the use is permitted providing the local government has exercised its discretion by granting development approval after giving special notice in accordance with clause 64 of the deemed provisions.

Microbrewery

The proposed Microbrewery is considered as a 'use not listed' as it cannot reasonably be determined as falling within the type, class, or genus of activity of any other use category included in the LPS 10 zoning table.

In accordance with clause 3.4.2 of the LPS 10, when a proposed use is not included in the zoning table and does not reasonably fit under any other uses, the local government may exercise its discretion in determining whether to approve the application.

The proposed 'microbrewery' use is considered to comply with the objectives of the "Town Centre" zone as it provides an additional level of entertainment to the retail and commercial function of the proposed tavern. This unique addition serves to differentiate the proposed tavern from similar developments in the area and will therefore act as a significant attractor for the town centres' central sub-precinct. This coincides with the strategic intent of the zone which aims to establish a small retail node at the location of the subject site, to act as a buffer between the "pedestrian-friendly" sub-precinct to the west, and "car-based" sub-precinct to the east.

6.2 Vehicle Parking

6.2.1 Local Planning Scheme No. 10 – Parking Requirements

Vehicle parking requirements are defined within Part 4 of LPS No. 10 where it provides parking bay rates for a number of land uses within a table and requires that parking requirements for all other land uses, not listed within that table, to be determined by Council. In that instance Council must have regard for the nature of the development and the number of employees likely to be on the site amongst others.

On the basis of the above, and Part 4 of the Scheme, the following parking calculation is provided in **Table 4**.



PROPOSED USE	LPS NO. 10 PARKING REQUIREMENT	PARKING REQUIRED
Tavern	1 per bedroom plus 1 space for every 3m2 of bar and public area	327 bays

Table 4: LPS 10 Parking Requirements

However, during recent discussions with the City, it was suggested that the above requirement is considered outdated and likely to be modified in their upcoming Local Planning Scheme No. 11 (LPS 11), which is currently in the process of being formed.

In light of these discussions, this proposal intends submit a significant variation to the parking requirements contained within LPS 10. Justification for this variation is provided in the following sections in relation to the City’s recent *Local Integrated Transport Plan – Part 2*, and the findings of the TIA by Stantec.

While the parking provisions for patrons of the proposed development are discussed further below, the following parking bays have been proposed for the use of staff and ancillary uses of the development as demonstrated in **Table 5** below:

PARKING ALLOCATED FOR	NO. OF BAYS
Staff	Seven (7) bays including one (1) universal
Food Trucks	Two (2) marked bays
Commercial Delivery	One (1) loading bay

Table 5: Proposed parking bays

6.2.2 City of Bassendean Local Integrated Transport Plan – Part 2

As part of the research process into the upcoming LPS 11 and DRAFT Local Planning Strategy (currently under review), the City has released Part 2 of their Local Integrated Transport Plan to help set criteria for the efficient and effective supply and management of parking in the Town of Bassendean, especially for the town centre and surrounds.

The following opportunities relevant to this proposed development are identified in the plan as follows:

- Transit Oriented Development (TOD) opportunity on the existing Wilson street public parking site;
- Potential for parking supply and management reform through Scheme revisions: especially in the town centre;
- Including car share and ride-hailing parking provisions in local planning strategy and policy.

The plan demonstrates the progressive nature of the local council through its willingness to invest into innovative forms of transport and parking management, therefore taking tangible steps towards achieving the vision set out in the states’ decade old Perth and Peel @ 3.5 Million strategy.

This is particularly relevant in regards to the use proposed in this proposal, as the way that people access and interact with developments of this nature, especially those that involve the consumption of alcohol, has transformed significantly in recent years due to the rise of ride-sharing technology.

Not only are there far less patrons who regularly drive their cars to licensed venues; there has also been a shift in the demographics of the people these developments typically serve, with more



families attending than was the case when the above provisions were established in the current scheme.

As a result, and in keeping with the City's strategic aims for a consolidated, attractive, and walkable town centre, this development has proposed to include zero (0) parking bays for the exclusive use of patrons.

In support of this proposal, Stantec have been engaged to prepare a comprehensive parking strategy in order to justify this number. The results of this study are attached at **Appendix D** and summarised below.

6.2.3 Stantec Parking Study – Results and Recommendations

To determine the potential demand for parking generated by the proposed development, a comprehensive parking study was conducted by Stantec to determine the availability of public transport infrastructure, pedestrian/cycle networks, and public carparking facilities in the surrounding area.

Based on an anticipated capacity of 335 patrons at a rate of 1 bay per 4 persons (restaurant use adopted by sub-consultants in lieu of outdated tavern parking requirement), an estimated 84 bays would be required.

However, the surveys conducted during the study found there was ample supply of on-street parking to accommodate the expected demand, with at least 62 vacant on-street bays located within the surveyed area. This on-street supply is further supplemented by a considerable quantum of off-street parking in close proximity to the Site.

The existing parking demand for the surrounding precinct is also noted to decline substantially in the afternoon and evening, with a total of 102 on-street and 130 off-street bays unoccupied and available at 7:00pm (when the Site is likely to be approaching its peak demand period).

In conclusion, the report suggests that the proposed development is not expected to result in an undue impact on the availability of parking for other current or future land uses.

In light of these findings, and for the other reasons stated above, we affirm that the requirement to provide parking for patrons of the proposed development is both unnecessary, and at odds with the expressed strategic vision of the City for its 'Town Centre' zone.

Therefore, in considering the parking requirements for the proposed development, we respectfully request that the requirements stipulated in LPS 10 be waived in this case.

6.3 Additional Requirements/Guidelines

The Bassendean Town Centre Design Guidelines provides a number of additional recommendations for development within the Town Centre zone. The following provides a summary and indication of development compliance with the relevant guidelines.

6.3.1 Building Envelope

While there are no specific requirements for building arrangement within the Town Centre zone, section 7.5 of the guidelines does provide the following general standards to help coordinate development at a 'precinct' level:

DEVELOPMENT STANDARD	REQUIREMENT
Street Setback	nil
Lot Boundary Setback	nil
Minimum Height	3 storeys or 10m

Table 6: Town Centre Design Guidelines development standards.



The proposed development meets the guidelines for setbacks as set out in the above table. While the minimum height is slightly short of the preferred three storeys, this is due to the existing building being retained as part of the proposed development. However, careful consideration has been taken to ensure the development appropriately frames and activates the streetscape by way of design elements such as parapets, awnings, and integrated alfresco areas.

6.3.2 Building Orientation

Further to above, section 7.6 suggests that buildings should have their primary entrance address and frontage on, or clearly identifiable from the primary street; and promotes the use of courtyards to provide solar access in deeper buildings.

The proposed development complies with the abovementioned provisions as the entrance is located directly adjacent to the primary street frontage and has been designed to be clearly visible and integrated into the local pedestrian networks, as demonstrated in Elevations Plans attached at **Appendix A**.

6.3.3 Landscape and Hardscape

Although no specific requirements exist for landscaping, section 8.9 of the guidelines specifies the following provisions as relevant in the assessment for all new developments:

- All outdoor areas are to be landscaped and maintained to a high quality;
- Mature trees of appropriate species should be retained where possible;
- Plant selection should prioritise water-wise and indigenous plant species;
- Integration of shade trees and water elements to improve microclimate of courtyards and other urban spaces.

The above provisions have all been included in the proposed development as demonstrated in the development plans attached at **Appendix A**.

6.3.4 Signage

In accordance with the City's Local Planning Policy No. 16 – Advertising and Signage (LPP 16), section 8.9 provides the following additional provisions to coordinate the implementation of signage for new development:

- All building signage will be of a high standard and generally not exceed 5% of the building wall area to which it is fixed;
- Pylon signs will not generally be permitted;
- Signage designed as part of the building and themed to complement development is encouraged and if a building has numerous tenants, consolidated signage is preferred;
- Signage suspended below awnings, canopies or balconies or cantilevered will have a minimum clearance above footpath level of 2.7m;
- Signage erected above rooflines will not be permitted
- Signage shall not obscure display windows by more than 5% area.

Careful consideration has been taken to ensure the design complements the architectural features of both the proposed development and surrounding character, while ensuring that it does not extend above the roofline or deviate from the building façade. No pylon signs have been proposed and all signage has been integrated into the design of the building façade. All proposed locations and specifications for signage have been detailed within this report and can be seen on the attached plans at **Appendix A**.



7 CONCLUSION

The proposed development of the Bassendean Tavern & Microbrewery at Lot 145 (No. 73) Old Perth Road is consistent with the objectives and requirements of the zoning under the MRS, LPS No.10 and the Bassendean Town Centre Strategy and Guidelines, including all relevant state and local planning policies.

The proposed development has been designed with a high level of architectural merit to ensure that it enhances the aesthetic and functional amenity of the wider area, and adequately addresses the design principles in SPP 7.0.

All services to the site have been previously established and are not intended to be significantly altered within this proposal. Drainage will continue to be appropriately managed on-site and through the provided infrastructure within the road reserve.

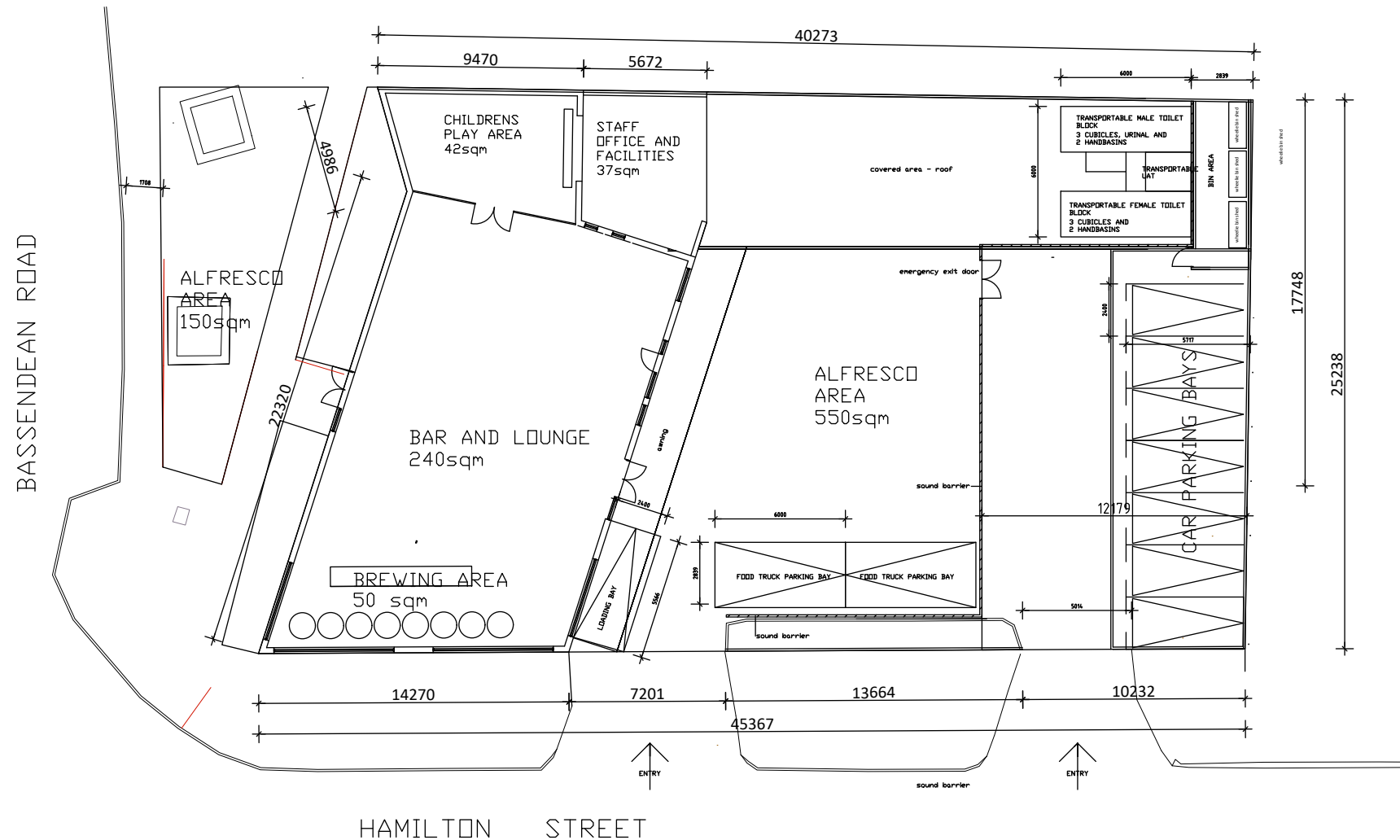
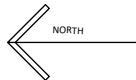
Given the above assessment, it is considered that the proposal is compliant with all applicable statutory policy requirements. The proposed addition to the Bassendean Town Centre will provide a significant contribution to the local community and help to steer the development of a thriving 'Main Street', further stimulating local economic activity and acting as an attractive drawcard for residents and visitors alike.

In view of the attributes of this proposal and potential benefits to the City as outlined in the report, it is requested that the proposed tavern development at Lot 145 (No. 73) Old Perth Road be approved.

Should you have any further queries or require any additional information to support this proposal, please do not hesitate to contact this office.



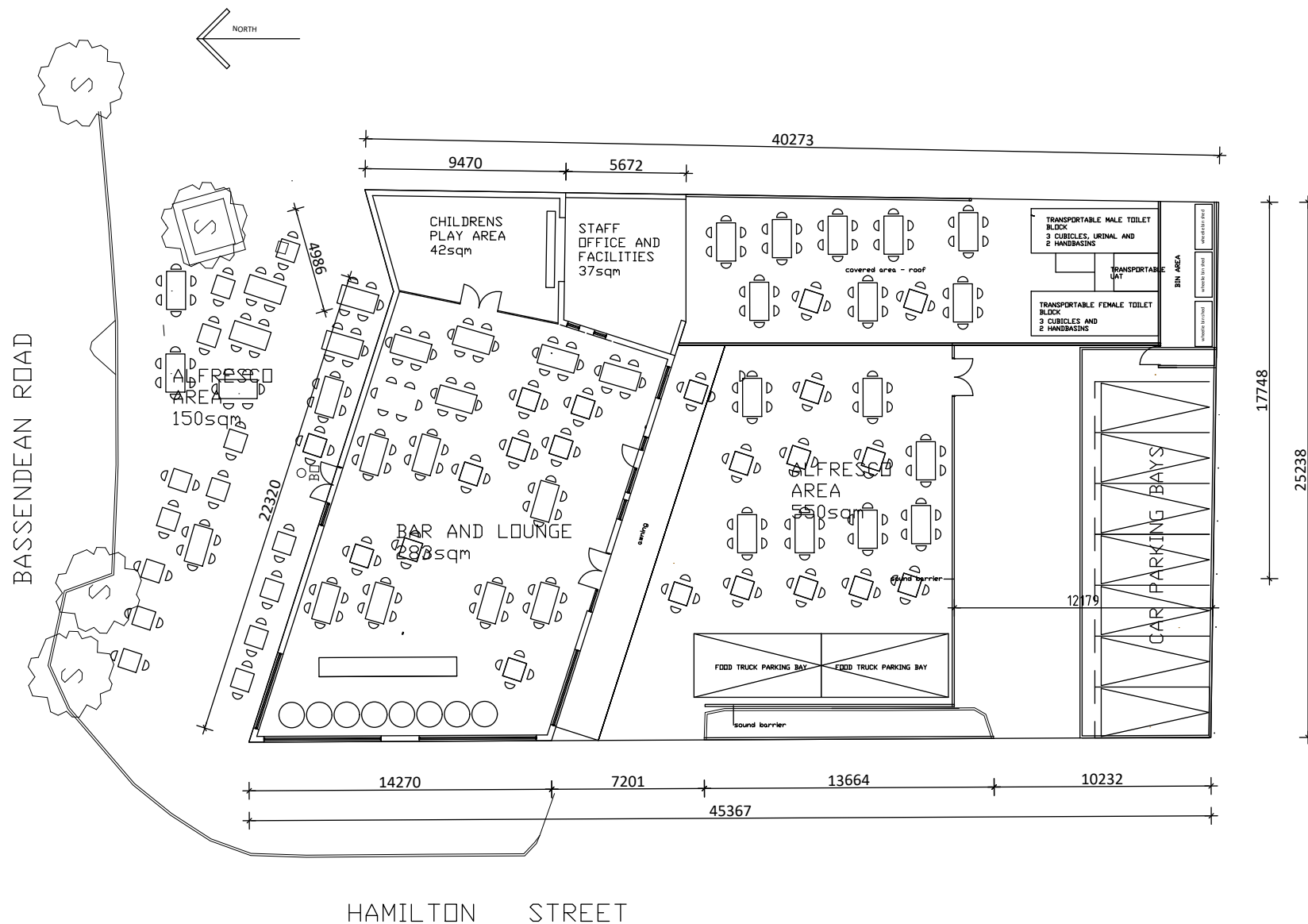
Appendix A Development Plans



BASSEDEAN BREW HOUSE
 LOT 145 BASSEDEAN ROAD
 BASSEDEAN
 Attachment 9.3.1

SITE PLAN

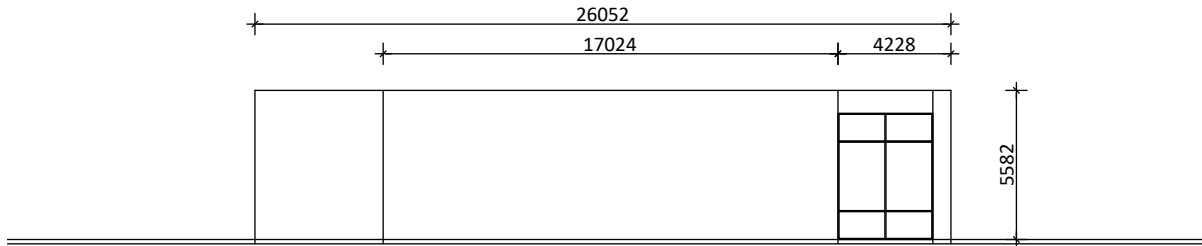
DRAWN R A B	REDUCTION
SCALE 1:100 @ A1	DRAWING No. 0 25
DATE APRIL 2023	A.01 75 of 373



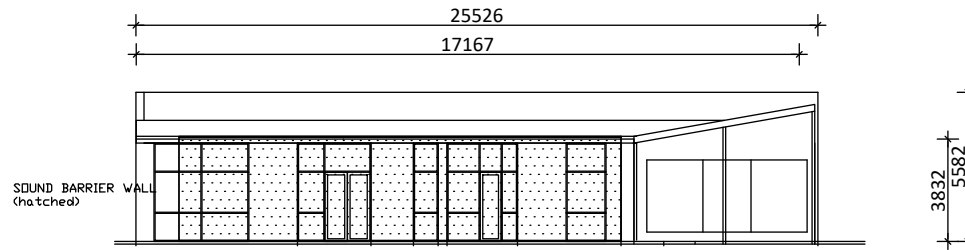
BASSENDEAN BREW HOUSE
 LOT 145 BASSENDEAN ROAD
 BASSENDEAN
 Attachment 9.3.1



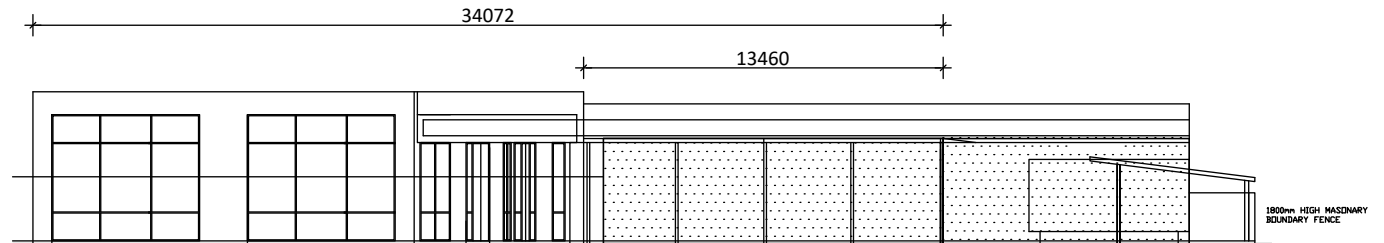
DRAWN R A B	REDUCTION
SCALE 1:100 @ A1	DRAWING No. 0 25
DATE APRIL 2023	A.02 76 of 373



BASSENDEAN ROAD (NORTH) ELEVATION



REAR (SOUTH) ELEVATION



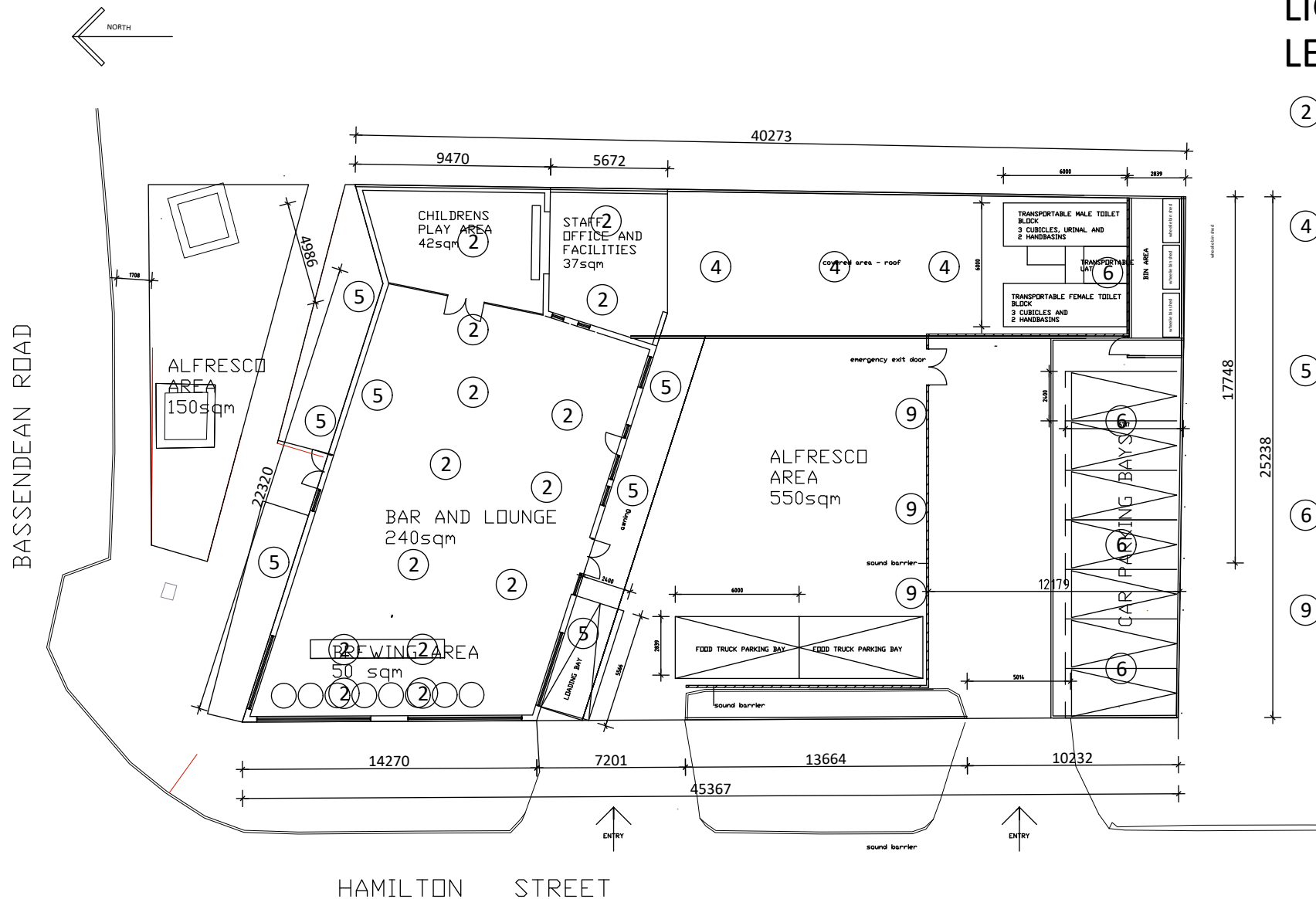
HAMILTON STREET (WEST) ELEVATION

BASSENDEAN BREW HOUSE
Attachment 9.3.1

DRAWN R A B	DRAWING No. 0	REDUCTION
SCALE 1:200 @ A3	A.03	0 25
DATE APRIL 2023	77 of 373	

LIGHTING LEGEND

- ② DIMABLE 200W LED UFO hung from ceiling
- ④ DIMABLE 200W LED UFO hung from ceiling of covered area roof
- ⑤ 200W OUTDOOR LED spot mounted 5000 above ground on outside wall
- ⑥ 60w bulkhead lights on sensor switches
- ⑨ 200W OUTDOOR LED spot mounted 3000 above ground on inside of acoustic barrier



BASSEDEAN BREW HOUSE
 LOT 145 BASSEDEAN ROAD
 BASSEDEAN
 Attachment 9.3.1

PROPOSED LIGHTING PLAN

DRAWN R A B	REDUCTION
SCALE 1:100 @ A1	0 25
DATE MAR 2023	DRAWING NO. A.04 78 of 373



BASSEDEAN BREW HOUSE. SITE DETAILS
 PERSPECTIVE 02 Attachment 03 of 04 Bassendean
 PREPARED FOR LCB 0

@ A3

PROJECT NO. 22063
 DATE 03/04/2023
 ISSUE c

REV	DATE	BY	CHKD	REVISION DESCRIPTION
				Suite 11, 99-101 Francis Street, Northbridge, 6003, Western Australia P: 9328 6655 F: 9328 5056 E: enquire@fratellegroup.com.au W: www.fratellegroup.com.au



BASSEDEAN BREW HOUSE.
PERSPECTIVE 01

SITE DETAILS
Attachment 01
of Old Earth Rd, Bassendean

PREPARED FOR
LCB

0

@ A3

PROJECT NO.
22063

DATE
21/09/2022

ISSUE
A

REV	DATE	BY	CHKD	REVISION DESCRIPTION
				Suite 11, 99-101 Francis Street, Northbridge, 6003, Western Australia P: 9328 6655 F: 9328 5056 E: enquire@fratellegroup.com.au W: www.fratellegroup.com.au

13 March 2023

City of Bassendean
PO Box 87
BASSENDEAN WA 6934

Attention: Alex Snadden

Dear Alex,

**RESPONSE TO REQUEST FOR ADDITIONAL INFORMATION
BASSENDEAN BREW HOUSE - LOT 145 OLD PERTH ROAD, BASSENDEAN**

This letter has been prepared in response to the request for additional information received from the City of Bassendean on 23 January 2023. It is informed by detailed consideration of each issue (with expert input where required), further provision of operational details and a site visit (10/02/22) undertaken with the Town's planning and health officers at our Clients primary brewing facility and other venue which they manage, which operates in a similar fashion to the proposed development.

We are confident that all matters have been fully addressed, however, should the Town continue to have concerns we do request further opportunities to discuss these matters.

In support of this letter, the following is provided:

- **Appendix A** - Revised Development Plans;
- **Appendix B** - Revised Noise Impact Assessment;
- **Appendix C** - Revised Transport Impact Assessment.

1 APPLICANTS RESPONSE

1.1. Traffic & Manoeuvrability

The total proposed capacity for the proposed development has been reduced to 300 persons as this is considered to be a more realistic number based-on the available floor space. This has resulted in a reduction of the required number of bays from 84 to 75 in accordance with the City's *1 bay per 4 persons* restaurant calculation, which is considered to be the most accurate to what is being proposed.

FORRESTDALE, BUNBURY & ARMADALE

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Reference to off-street parking has been removed from the reports. With consideration for on-street parking only, there are approximately 133 available bays where occupancy peaks at 53% and remains steady until 4:00pm which then sees a large drop in demand. The drop in demand coincides with the peak operating period of the micro-brewery which is anticipated to occur from 6pm onwards.

A Thursday evening was considered a suitable day to undertake the parking survey, as it is generally associated with higher parking demand due to the extended retail trading hours within the surrounding area (Hawaiian's Bassendean / surrounding local businesses). Given a parking shortfall was identified at the Site, alternative parking options included utilising the on-street car parking bays available within close proximity to the Site. The survey allowed for an understanding of periods of peak parking demand and the available capacity for visitors of the brewery to park, as on-site parking is limited. Generally, the survey assessed the sufficiency of available parking in the public realm to determine the extent of overspill that the proposed development can sustain.

With consideration for on-street parking only, there are approximately 133 available bays where occupancy peaks at 53% (at 12:00pm) and remains steady for most of the afternoon. At 5:00pm the on-street parking occupancy sees a substantial drop to 39% which leaves approximately 81 bays available which is able to accommodate the demand at the reduced 300 person capacity, given 75 bays are required.

1.2. Noise

The revised Noise Impact Assessment (NIA) has been updated to include the following details:

- +6dB(A) influencing factor amended to be +2dB(A) and referenced as such throughout the report;
- Noise emissions from indicative air-conditioning unit;
- Noise emissions from indicative exhaust fans to sanitary facilities;
- Maximum number of patrons modelled in alfresco area and detail on how Sound Power Level was determined;
- Noise emissions from closing of car doors, engine start-up and vehicles moving on-site in relation to staff carpark area;
- Impact of noise from reflective surfaces;
- Modelling for 'worst case scenario' including mechanical services and maximum patrons in alfresco area operating in tandem;
- Predicted worst-case scenario emissions for all proposed operating hours;
- Proposed mitigation measures to ensure compliance with noise regulations.

The remaining elements requested to be included in the NIA have not been included for the following reasons:

- Noise emissions from mechanical services as a result of food truck generators/exhausts were excluded as the applicant has proposed to include connections to power and water meaning that generators will not need to be run.
- People shouting/talking loudly is considered to be captured by the overestimation of numbers in the

alfresco area captured by the conservative assessment of this area as a stand-up beer garden rather than sit-down restaurant/brewery area.

- Noise emissions from cool rooms or outdoor fans as none are proposed.
- 10+dB(A) impulsive penalty to noise associated with car doors as this is able to be managed under a Staff Management Plan as the only proposed parking is for employees. A condition on any approval can be provided requiring the preparation of this management plan.
- Deliveries to the premises and use of the loading bay was not considered necessary as proposed deliveries will only operate during suitable hours (Mon-Fri, after 7am), and are able to be fully accommodated by van which will not have loud engine idling, reverse beeping etc.
- Placing of waste refuse or waste collection as the emptying of waste refuse is proposed to be managed by the Staff Management Plan which will restrict the times that bins can be filled. As waste collection is proposed to occur on-street by the local authorities, it is not the responsibility of the proposed development to manage the noise impacts associated with this service.
- PA systems/DJ's as none are proposed.
- Access to the toilets after the alfresco area is closed as the area is enclosed. Measures will be included in Staff Management Plan to ensure alfresco door is always promptly closed when used and that patrons do not linger outside when accessing toilets.
- Noise contour mapping was not included because it was considered unnecessary to visually depict the impacts as they affect only a small area and can be suitably determined by the content in the report. A condition on any approval can be provided requiring the above provisions be include within the proposed Staff Management Plan.

1.3. *Odour*

An odour assessment was not conducted due to the evidence proposed during the site visits which demonstrated the lack of odour impact from the proposed microbrewing facilities. Furthermore, the applicant has provided additional information regarding the microbrewing process which has been included at **Appendix D** for reference.

1.4. *Food Business & Microbrewery*

Power and water is to be provided to the food trucks, to be detailed on Civil and Construction plans expected to be required as a condition of approval. All other operations associated with the mobile food businesses (excluding waste) are self-contained and self-managed.

The dishwashing area will be in the bar area as indicated on the site-visits with further details to be provided at building permit stage.

No cold storage area is proposed as beer is stored within tanks and everything else can be accommodated in the bar fridges. No dry storage is proposed as all grains, kegs and associated brewing ingredients are stored at the Client's primary brewing site in Malaga, as demonstrated on the site visit. A chemical/cleaning storage area can be accommodated within the staff/office room, with more details to be provided at building permit

stage.

All listed brewing facilities (excluding the glycol tanks located within bar area) will occur at the Malaga site as demonstrated on the site visit.

As demonstrated on site visits floors will not need to be graded to industrial waste as stills/tanks are placed onto metal trays to prevent any contact.

Sanitary facilities including basins and soap dispensers are included within the pre-fabricated toilet block proposed on the site plan, with additional details to be provided at the building permit stage.

1.5. *Waste*

The bin store has been amended to include an enclosed roof to prevent any impacts from odour. Frequency of emptying is expected to occur approximately once/twice a week, to be confirmed as part of Waste Management Plan. All microbrewery by-products are returned to the Malaga site for recycle/reuse and are able to be transported by the same sized vans proposed for deliveries.

The provision of food trucks is considered to be comparable to the level of waste produced by a commercial kitchen, which has been accounted for in waste considerations. Similar to the East Perth brewery visited as part of the site visit, waste will be collected by staff members and brought to the bins located around the venue and behind the bar area. Final bin locations and the intended strategy for the delivery/retrieval of food ordered from external venues can be detailed further in the Waste Management Plan.

1.6. *Lighting*

A Lighting Plan will be prepared to detail how light will be prevented from impacting adjoining properties, it is requested that this be required as a condition of approval.

1.7. *Public Building Requirements*

Additional exit to the rear alfresco area has been included as part of the acoustic barrier, exiting to the southern carpark area. This door will be labelled as an emergency exit and is not to be accessed at any point during operational hours unless in an emergency. This will ensure that no noise emissions from patrons or music are able to penetrate the proposed acoustic barrier. However, when the venue is closed and music switched off, this door could be used for direct access to the bin area, to be detailed further as part of the Staff Management Plan.

The double doors to the alfresco area and child's play area have been modified to open in direction of egress.

The proposed capacity has been revised to 300 people to better reflect the floor space available, as a result the proposed number of toilet facilities is now sufficient.

1.8. *Antisocial Behaviour*

Several provisions will be in place to manage this including staff members being licensed as either Approved Managers or with Responsible Service of Alcohol (RSA) certification means all staff will have been trained to address anti-social behaviour and are also liable to this responsibility. The provision of security cameras and lighting could also be provided to deter on-site and off-site antisocial behaviour. Further details will be provided as part of the Staff Management Plan and liquor licensing stage.

1.9. *Other Comments*

The alfresco area proposed along the Hamilton Street reserve has been removed from the plans as suggested.

2 CONCLUSION

The City's consideration of the information provided as part of this submission including the attached set of revised plans is appreciated.

Should any further information be required to assist with this application please do not hesitate to contact the undersigned at this office. As applicant we encourage further discussions should concerns continue to persist.



Miranda Bowman
Town Planner
Harley Dykstra Pty Ltd
E-mail: mirandab@harleydykstra.com.au
T: 08 9495 1947



Limestone Coast Brewing Operations Pty Ltd

ABN 35 609 172 152 | **Phone** +61 8 9248 9779 | **Web** www.lcb.beer

Address 5 Action Road, Malaga, Western Australia 6090

LIMESTONE COAST BREWING & CO LAB BREWERY

Limestone Coast Brewing is the company behind the unique, market leading craft brewing technology proposed for Co-Lab Brewery in Bassendean.

The inventors behind this concept are absolutely passionate about beer and realised that having a traditional craft brewpub venue requires a lot of space for plant and equipment, raw materials storage and handling, waste processing, and stock for packaging. This makes it very difficult to have a true craft brewery experience in most locations other than large rural or industrial settings.


The inventors realised that the freshest beer comes from the Brite Beer tanks (yes that's correct – Brite not Bright) rather than from kegs or bottles. Brite Beer tanks are the vessels where the finished beer is stored after fermentation is complete. Historically, being served direct from the Brite Beer tanks has only been possible where the full brewing process takes place. This is where Limestone Coast Brewing is different.

Limestone Coast have developed a complete on-site fermentation, conditioning and serving technology that allows the traditional craft brewery to be separated into two parts.

The first part, the industrial process, is handled in our bespoke facility in Malaga. This is where we have the majority of our plant and equipment, manage our bulk storage and the hot part of the brewing process is undertaken. It is in this facility that Wort (unfermented beer) is made in preparation to send to our various brewhouses. Waste products such as spent grain (which we upcycle as feed stock for farmers) heat (that we re-use in the brewing process) and water (which we recycle in our water purification plant) are produced and managed in an environmentally friendly way. Any production odours, noise or rodent issues are produced/managed at this facility - and as a result are not present at the client site. When the first stage is completed, the Wort is pumped into transportation tanks ready for delivery to the venue.

The second phase of the brewing process is where the Wort is delivered to the venue in 1250L batches, the Wort is fermented into beer through the addition of yeast, the beer is dry hopped if appropriate, filtered, transferred from the fermenters into the Brite tanks and





gassed ready for service. This process does not involve any production of unpleasant outdoors, or industrial trade waste.

The team at Limestone Coast handle the delivery and onsite activities generally during business hours before the brewery opens for the day. With the technology that is employed, many of these processes are monitored and controlled remotely to ensure the highest possible quality beer with the least impact on the operations of the venue or the quiet enjoyment of the neighbouring business or residents.

The only waste products that are produced on site at the venue are yeast from the fermentation process and wastewater from tank cleaning. The yeast is taken away by the brewing team during filtration and the small amount of wastewater is suitable in volume and composition for flushing down the septic system.

Our system is so well refined that we have been given approval and operated for over 18 months over the Swan River at our venue Long Neck Brewery. No other brewing process would be allowed to operate over such a pristine nature reserve.

In short Limestone Coast has developed a system where the less pleasant, industrial aspects of the brewing process are handled in our central facility and the low impact yet highly important processes of fermenting, filtering and gassing are handled onsite. This means that our customers benefit from the freshest, best tasting beverages straight from our tanks without all the traditional challenges that standard breweries face when delivering in inner city locations.

The team at Limestone Coast Brewing are available to answer any questions about our processes. Please also note the following diagram that shows the various stages of the brewing process and highlights what aspects are handled in our central facility and what is undertaken in each of our venues.

Kind regards,



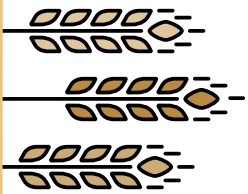
Brad Hill

Director

Limestone Coast Brewing Operations Pty Ltd | Co-Lab Brewery Pty Ltd

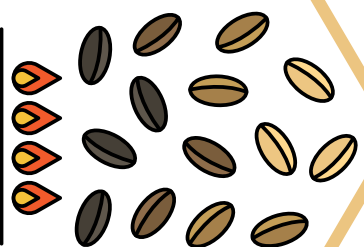
0412349093 | brad.hill@lcb.beer

HOW OUR BEER IS MADE



BARLEY AND OTHER GRAINS

Malted cereals (mostly barley) and hops are the raw materials used. Different beers have different grains in the mix.



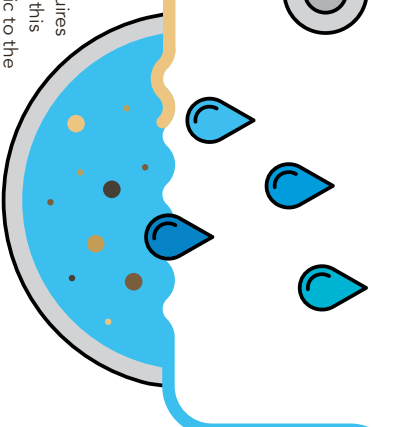
MALT

The base grain is malted here in Perth. Maltng produces hundreds of specialty malts such as caramel, chocolate and smoked malts.

All produced in our central facility.

THE GRIST MILL

Malt is gently crushed in the grist mill.



WATER

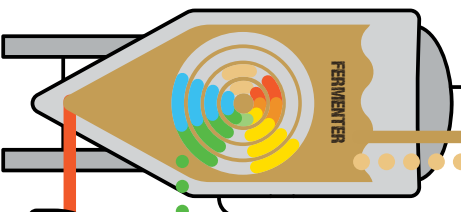
The best beer requires the right water. At this stage water specific to the beer style is added. Regions around the world are famous for certain beer styles, dictated largely by the water available in the region. We start with perfectly pure water and build from there.



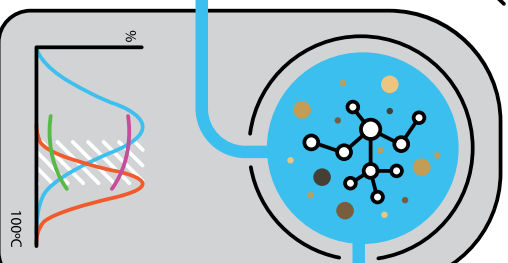
YEAST

FERMENTATION PROCESS

We deliver the wort (the German word for unfermented beer) and add yeast and hops. The Contical Tank ferments and matures the beer on site. The yeast provides its own unique flavour and aroma depending on the strain used.

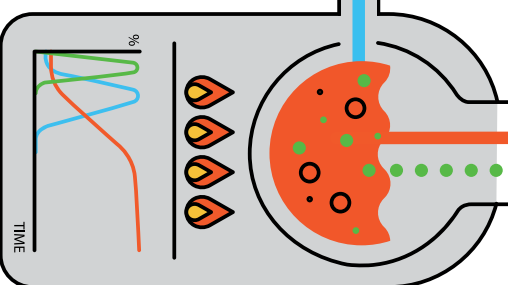


HOPS



THE MASH TUN

Crushed malt and water is added together in the mash tun to activate enzymes that liquify the malt into a solution. The temperature of the mash influences the flavour and mouth feel. The grain bill is often comprised of up to 10 different types of malt and grains. This is where the magic begins.



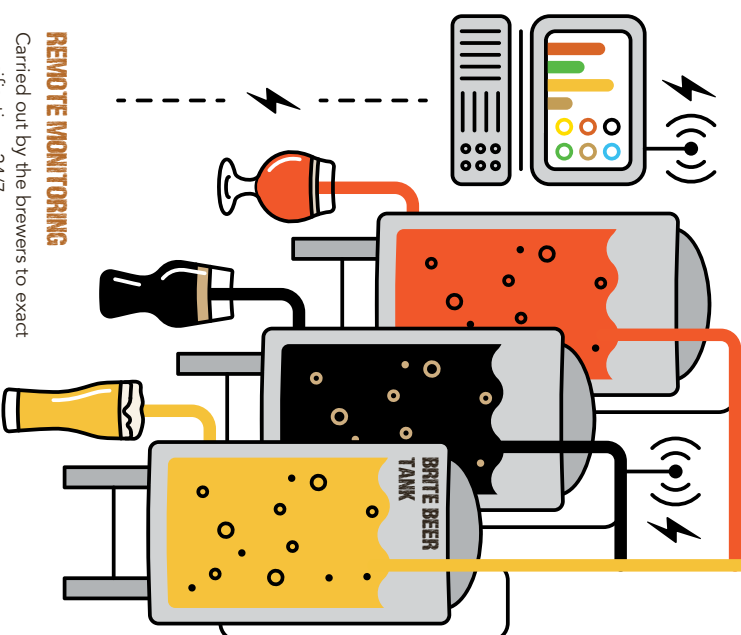
THE KETTLE

The malt solution is boiled with various hops to bring out hop **BITTERNESS, FLAVOUR** and **AROMA**. Temperature control is critical. We also recycle our steam to produce hot water saving green house emissions.



FILTRATION

The beer is filtered into the Brite Beer Tanks to ensure the freshest, best tasting beer. Our process is so well developed that no other chemicals are added.



REMOTE MONITORING

Carried out by the brewers to exact specifications 24/7.

BRITE BEER TANKS

The beer in the Brite Beer Tank is as fresh as possible and is served directly from the tank to your glass. By not putting the beer into kegs or cans, the beer is tap room perfect, without deterioration and does not require preservatives or stabilising chemicals.

This innovative process has been developed by Limestone Coast Brewing to make the perfect beer and is patent pending in 47 different countries.

FRESHEST BEER YOU CAN GET... ENJOY!



HARLEY DYKSTRA

**TAVERN AND MICROBREWERY
73 OLD PERTH ROAD, BASSENDEAN**

NOISE IMPACT ASSESSMENT

MARCH 2023

OUR REFERENCE: 29967-4-22234

DOCUMENT CONTROL PAGE

**ACOUSTIC ASSESSMENT
TAVERN AND MICROBREWERY
BASSENDEAN**

Job No: 22234

Document Reference: 29967-4-22234

FOR

HARLEY DYKSTRA

DOCUMENT INFORMATION				
Author:	George Watts	Checked By:	Tim Reynolds	
Date of Issue:	25 August 2022			
REVISION HISTORY				
Revision	Description	Date	Author	Checked
1	Revision following drawing revision	10/10/22	GW	PLD
2	Revision following council feedback	31/1/23	GW	PLD
3	Revision following council feedback	28/3/23	GW	TR
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7.	CONCLUSION	9

APPENDICIES

- A Development Application Plans
- B Noise Contour Plots

EXECUTIVE SUMMARY

Herring Storer Acoustics have been commissioned to undertake a noise impact assessment of the proposed tavern and micro brewery at 73 Old Perth Road, Bassendean.

This preliminary assessment considers noise levels associated with the tavern, noting that noise levels associated within the internal area, associated with the brewery process, is of low, insignificant noise levels, relative to the tavern operations.

Noise level emissions associated with mechanical plant have only been preliminarily addressed at this stage of the project, as they have not been selected, and would need to be addressed during the detailed design phase of the development and are considered likely development approval conditions. With minimal screening of the mechanical plant, compliance with the *Environmental Protection (Noise) Regulations 1997* is not expected to be onerous.

Noise levels associated with the tavern at the proposed development have been calculated to comply with the relevant assigned noise levels under the following conditions:

- Music within the rear alfresco area to be at background/conversational level only.
- Rear alfresco area not to be utilised after 10pm. Additionally, the area is not to be utilised prior to 7am (Monday to Saturday) and 9am on Sundays/Public Holidays – if breakfast trade was to be pursued.
- Staff carpark to operate under a management plan where staff are to enter/exit their cars as quietly as possible, and enter / leave in a quiet fashion. A carport structure being built above the parking area against the fence to the south is also required to be instigated.

1. INTRODUCTION

Herring Storer Acoustics were commissioned to undertake a noise impact assessment of the proposed tavern and micro brewery at 73 Old Perth Road, Bassendean.

It is understood that this assessment is to address a development approval condition for the proposed small bar. It is also considered likely that the report will be required to accompany an application for a liquor licence to the Department of Racing Gaming and Liquor.

2. CRITERIA

The allowable noise level at the surrounding locales is prescribed by the *Environmental Protection (Noise) Regulations 1997*. Regulations 7 & 8 stipulate maximum allowable external noise levels determined by the calculation of an influencing factor, which is then added to the base levels shown below. The influencing factor is calculated for the usage of land within two circles, having radii of 100m and 450m from the premises of concern.

TABLE 2.1 - BASELINE ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises	0700 - 1900 hours Monday to Saturday (Day)	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day Period)	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days (Evening)	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	35 + IF	45 + IF	55 + IF
Commercial premises	All Hours	60	75	80

Note: L_{A10} is the noise level exceeded for 10% of the time.
 L_{A1} is the noise level exceeded for 1% of the time.
 L_{Amax} is the maximum noise level.
 IF is the influencing factor.

It is a requirement that received noise be free of annoying characteristics (tonality, modulation and impulsiveness), defined below as per Regulation 9.

“impulsiveness” means a variation in the emission of a noise where the difference between L_{Apeak} and L_{Amax Slow} is more than 15 dB when determined for a single representative event;

“modulation” means a variation in the emission of noise that –

- (a) is more than 3dB L_{A Fast} or is more than 3 dB L_{A Fast} in any one-third octave band;
- (b) is present for more at least 10% of the representative assessment period; and
- (c) is regular, cyclic and audible;

“tonality” means the presence in the noise emission of tonal characteristics where the difference between –

- (a) the A-weighted sound pressure level in any one-third octave band; and
- (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

Where the noise emission is not music, if the above characteristics exist and cannot be practicably removed, then any measured level is adjusted according to Table 2.2 below.

TABLE 2.2 – ADJUSTMENTS TO MEASURED NOISE LEVELS

Where tonality is present	Where modulation is present	Where impulsiveness is present
+5 dB(A)	+5 dB(A)	+10 dB(A)

Where the noise emission is music, then any measured level is adjusted to Table 2.3 below.

TABLE 2.3 - ADJUSTMENTS TO MEASURED MUSIC NOISE LEVELS

Where impulsiveness is not present	Where impulsiveness is present
+10 dB(A)	+15 dB(A)

The influencing factor at the identified noise sensitive premises has been estimated as follows:

Major Road within the outer circle;

Guildford Road + 2 dB

Commercial Premises within the inner circle;

30% + 1.5 dB

Commercial Premises within the outer circle;

20% + 1.0 dB

Hence, the influencing factor is estimated at + 5 dB (rounded).



FIGURE 1 – AREA MAP

The locations above have been selected for assessment based on the proximity to the proposed small bar and are considered representative of the most affected premises.

Accordingly, the Assigned Noise Levels are as per Table 2.4 below.

TABLE 2.4 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Residential Premises	0700 – 1900 hours Monday to Saturday	50	60	70
	0900 - 1900 hours Sunday and Public Holidays	45	55	70
	1900 – 2200 hours all days	45	55	60
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	40	50	60

Notes: L_{A10} is the noise level exceeded for 10% of the time.
 L_{A1} is the noise level exceeded for 1% of the time.
 L_{Amax} is the maximum noise level.
 IF is the influencing factor.

3. METHODOLOGY

Noise modelling of the noise propagation from the proposed development was carried out using the environmental noise modelling computer program, “SoundPlan”.

Input data for computer modelling included:

- Sketch design of development as per drawings in Appendix A.
- EPA standard weather condition for the day and night periods (see Table 3.1).
- Sound power levels, as summarised in Table 3.2 and noise levels attributable to music played externally in the rear alfresco area.

TABLE 3.1 - WEATHER CONDITIONS

Condition	Day Period	Night Period
Temperature	20 °C	15 °C
Relative humidity	50%	50%
Pasquil Stability Class	E	F
Wind speed	4 m/s*	3 m/s*

* From source to receiver

TABLE 3.2 – SOUND POWER LEVELS OF NOISE SOURCES

DESCRIPTION	dB(A)
Patrons	66/m2
Amplified Acoustic Music	99

The amplified acoustic music utilised in the noise modelling is based upon measurements undertaken at a tavern in an external area – hence, is considered to be representative of what is proposed. The sound power level relates to a sound pressure level of 89 dB(A) at a distance of 4 metres from the speaker.

The noise levels associated with the patrons are akin to noise levels from a beer garden, which, in the context of what is proposed in this instance, is considered highly likely to be a conservative assessment of noise levels (i.e. over estimate). A total of 250 patrons have been assumed in this assessment, which, given the intention to include tables and chairs in this area would be an overestimation of the numbers that could be hosted in this space. Additionally, the provision of table and chairs would decrease the noise levels associated with patrons (as the noise impact would be more akin to a restaurant than beer garden) however, to ensure a conservative assessment, the assumption of beer garden noise levels has been utilised.

It is noted that for patrons only with the alfresco area, background music can be played, however, it must be at conversational level to ensure that patron noise is the most significant noise emission from the area.

Mechanical plant would typically be excluded at this preliminary stage, as selections of equipment have yet to be undertaken. Ordinarily an assessment of mechanical services noise would be the subject of a development approval condition.

Notwithstanding the above, the City of Bassendean has requested an assessment of mechanical services – hence, the following noise sources have been assumed:

TABLE 3.3 – ASSUMED SOUND POWER LEVELS OF MECHANICAL PLANT NOISE SOURCES

DESCRIPTION	dB(A)
A/C Plant	75
Toilet Exhaust Fans x 2	65

For the above sound power levels, single point calculations were undertaken for the following scenarios:

Scenario 1: Music being played in the rear alfresco area.

Scenario 2: Patrons filling external areas (rear alfresco).

Scenario 3: Mechanical Plant.

Notes:

- 1 Mechanical plant would typically have been excluded from our assessment at this stage in the development process, as locations and design will not be undertaken until the design development phase of the project, however, given the distances and likely sizes of plant for the venue, mechanical plant noise emissions is not considered to be a significant issue to overcome. It is considered appropriate that a noise impact assessment associated with such items would be the subject of a development approval condition. Despite this, a preliminary assessment of mechanical plant has been undertaken with the assumed noise levels listed in Table 3.3.
- 2 Initial calculations indicated the need for barriers to be in place. The barrier to the south (behind the proposed locations for the food vans) has been set at 3.7m above ground level, with a barrier to Hamilton Street being 2m high. In both instances the construction of the barrier has been assumed to be at least 14 kg/m² surface density. The location of the barriers has been included in the latest set of drawings included in Appendix A. The barrier could be built such that a “return” on the top section of the barrier is incorporated, which increases the “effective” height of the barrier. There is an emergency exit proposed to be included in the barrier, which would be ordinarily closed (and only open in the event of an emergency).
- 3 The area nominated for the hosting of food trucks is understood to be provided with both power and water – hence, there is no generator or pump noise associated with the food vans expected to emanate from this area.
- 4 Following feedback from the City of Bassendean, it is understood that management of car park noises will only be accepted through built form – hence a carpark awning structure within the staff carpark has been included in the noise model.

Car movements, car starts, and car door closures have been considered in our assessment.

The noise levels of each source considered are listed below in Table 3.4.

TABLE 3.3– ASSUMED SOUND POWER LEVELS OF CAR PARK NOISE SOURCES

DESCRIPTION	dB(A)
Car Moving	78
Car Door Closes	87
Car Start	84

4. RESULTS

Noise levels at the identified noise sensitive premise associated with the proposed tavern and microbrewery centre operations are as listed below in Table 4.1.

TABLE 4.1 – CALCULATED NOISE LEVELS AT NOISE SENSITIVE PREMISES

Location	Scenario		
	1: Music in rear alfresco	2: Patrons in rear alfresco	3: Mechanical Services
R1	59	45	35
R2	62	44	32

Carpark noise levels are listed below in Table 4.2.

**TABLE 4.2 – CALCULATED NOISE LEVELS AT NOISE SENSITIVE PREMISES –
CARPARK NOISE SOURCES**

Location	Scenario		
	1: Car Movement	2: Car Starts	3: Car Doors
R1	46	46	46
R2	44	46	44

5. ASSESSMENT

Noise levels associated with the various scenarios considered have been examined for the potential to contain annoying characteristics in accordance with the *Environmental Protection (Noise) Regulations 1997*.

Scenario 1 is considered as being “music” at the nearest noise sensitive premises.

Hence, the following adjusted calculated noise level emissions are applicable for assessment purposes, noting scenario 1 includes a + 10 dB adjustment for containing music. Patrons noise only is not considered to contain annoying characteristics; hence, Scenario 2 does not have any adjustments.

Mechanical plant could potentially contain tonal characteristics; hence, a + 5 dB adjustment has been applied to be conservative.

TABLE 5.1 – ADJUSTED CALCULATED NOISE LEVELS AT NOISE SENSITIVE PREMISES

Location	Scenario		
	1: Music in alfresco area	2: Patrons in rear alfresco	3: Mechanical Services
R1	69	45	40
R2	72	44	37

Therefore, Tables 5.2 – 5.4 summarises the assessment of the calculated noise levels against the pertinent Assigned Noise Levels.

TABLE 5.2 – ASSESSMENT – SCENARIO 1 – MUSIC IN REAR ALFRESCO

Location	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable L _{A10} Assigned Level (dB)	Exceedance to Assigned Noise Level (dB)
R1	69	Day	50	+ 19 dB
		Sunday / Public Holiday Day Period	45	+ 24 dB
		Evening	45	+ 24 dB
		Night	40	+ 29 dB
R2	72	Day	50	+ 22 dB
		Sunday / Public Holiday Day Period	45	+ 27 dB
		Evening	45	+ 27 dB
		Night	40	+ 32 dB

TABLE 5.3 – ASSESSMENT – SCENARIO 2 – PATRONS IN REAR ALFRESCO

Location	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable L _{A10} Assigned Level (dB)	Exceedance to Assigned Noise Level (dB)
R1	45	Day	50	Complies
		Sunday / Public Holiday Day Period	45	Complies
		Evening	45	Complies
		Night	40	+ 5 dB
R2	44	Day	50	Complies
		Sunday / Public Holiday Day Period	45	Complies
		Evening	45	Complies
		Night	40	+ 4 dB

TABLE 5.4 – ASSESSMENT – SCENARIO 3 – MECHANICAL SERVICES

Location	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable L _{A10} Assigned Level (dB)	Exceedance to Assigned Noise Level (dB)
R1	40	Day	50	Complies
		Sunday / Public Holiday Day Period	45	Complies
		Evening	45	Complies
		Night	40	Complies
R2	37	Day	50	Complies
		Sunday / Public Holiday Day Period	45	Complies
		Evening	45	Complies
		Night	40	Complies

Carpark noise levels are present for less time, and therefore, would be assessed under the L_{Amax} parameter.

Based on the definitions of tonality, noise emissions from car movements and car starts, being an L_{Amax}, being present for less than 10% of the time, would not be considered tonal. Thus, no penalties would be applicable, and the assessment would be as listed in Table 4.2. It is noted that car doors could be impulsive, hence a + 10 dB adjustment has been applied to these calculated noise levels.

Therefore, Tables 5.5 to 5.7 compares the assessable noise level associated with the staff carpark to the applicable assigned noise levels.

TABLE 5.5 – ASSESSMENT – CARPARK – CAR MOVEMENT

Location	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable L _{Amax} Assigned Level (dB)	Exceedance to Assigned Noise Level (dB)
R1	46	Day	70	Complies
		Sunday / Public Holiday Day Period	70	Complies
		Evening	60	Complies
		Night	60	Complies
R2	44	Day	70	Complies
		Sunday / Public Holiday Day Period	70	Complies
		Evening	60	Complies
		Night	60	Complies

TABLE 5.6 – ASSESSMENT – CARPARK – CAR STARTS

Location	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable L_{Amax} Assigned Level (dB)	Exceedance to Assigned Noise Level (dB)
R1	46	Day	70	Complies
		Sunday / Public Holiday Day Period	70	Complies
		Evening	60	Complies
		Night	60	Complies
R2	46	Day	70	Complies
		Sunday / Public Holiday Day Period	70	Complies
		Evening	60	Complies
		Night	60	Complies

TABLE 5.7 – ASSESSMENT – CARPARK – CAR DOORS

Location	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable L_{Amax} Assigned Level (dB)	Exceedance to Assigned Noise Level (dB)
R1	56	Day	70	Complies
		Sunday / Public Holiday Day Period	70	Complies
		Evening	60	Complies
		Night	60	Complies
R2	54	Day	70	Complies
		Sunday / Public Holiday Day Period	70	Complies
		Evening	60	Complies
		Night	60	Complies

6. CONDITIONS FOR COMPLIANCE TO BE ACHIEVED

As can be seen from the assessment in Section 5, noise level emissions associated with the proposed microbrewery and tavern are capable of complying with the relevant stipulated assigned noise levels, under the following conditions:

Music

Music within the rear alfresco area is to be at a conversational/background noise level only.

Patrons in Rear Alfresco Area

Noise emissions associated with patrons in the external rear alfresco area are calculated to be compliant at all times, with the exception of the night period.

Hence, the rear area is to be vacated at/before 10pm each night. It is also noted that the rear area could not similarly be used prior to 7am Monday to Saturday, and prior to 9am on Sundays/Public Holidays (if breakfast trade was to be considered).

Mechanical Services

Noise levels associated with mechanical services have been determined based upon assumptions of noise levels, as there has been no design work undertaken. It is expected that a condition of approval would be confirmation of mechanical services noise.

Staff Carpark

Noise levels associated with the staff carpark are calculated to comply with the relevant assigned noise levels on the basis that a carport structure being built above the parking area against the fence to the south.

7. CONCLUSION

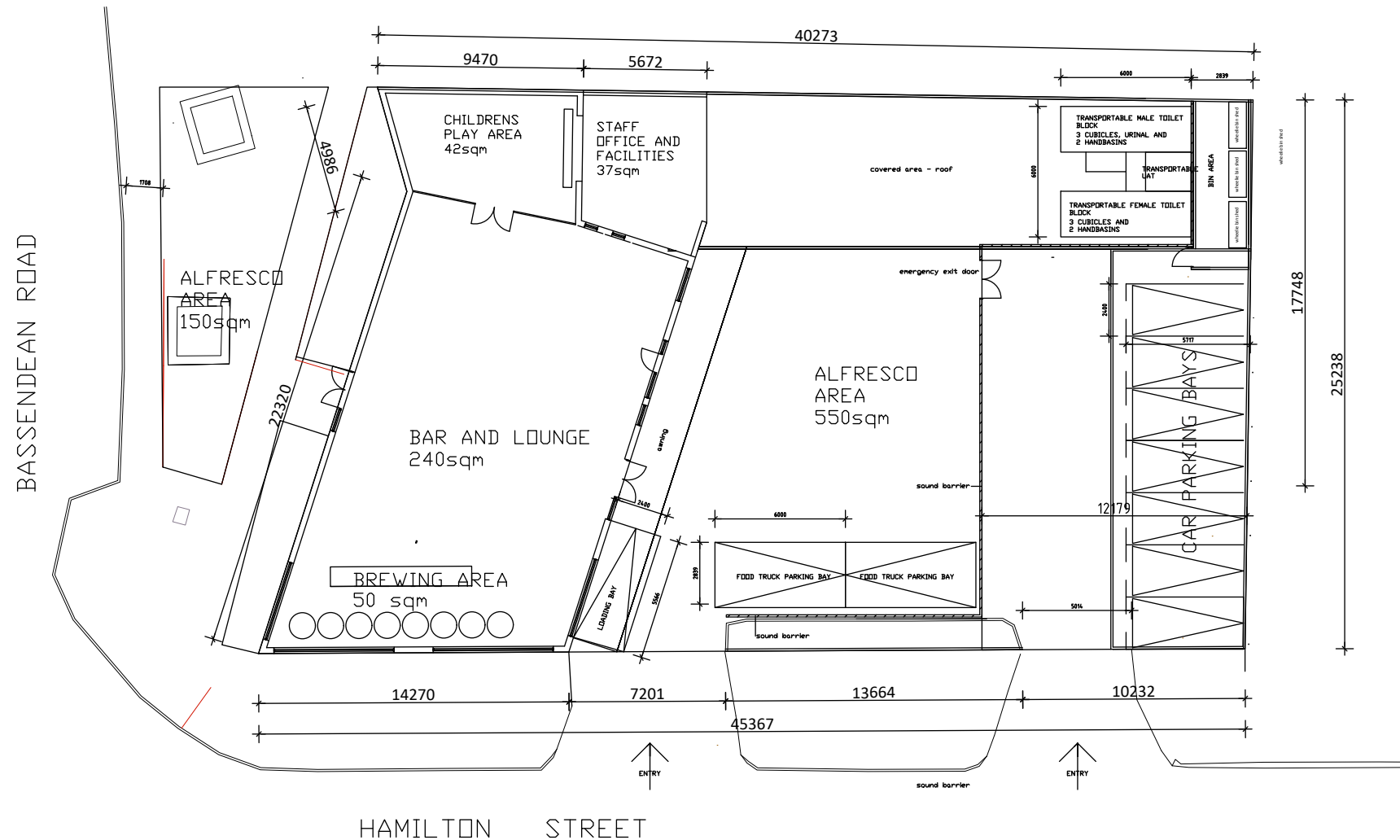
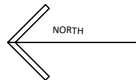
Based on the above assessment, noise level emissions associated with the tavern and microbrewery are able to comply with the relevant assigned noise levels stipulated by the *Environmental Protection (Noise) Regulations 1997*.

It is noted that for the above finding to hold true, the operational restrictions listed above must be followed.

Noise level emissions associated with mechanical plant have only been preliminarily addressed at this stage of the project, as they have not been selected, and would need to be addressed during the detailed design phase of the development and are considered likely development approval conditions. With minimal screening of the mechanical plant, compliance with the *Environmental Protection (Noise) Regulations 1997* is not expected to be onerous.

APPENDIX A

DEVELOPMENT APPLICATION PLANS



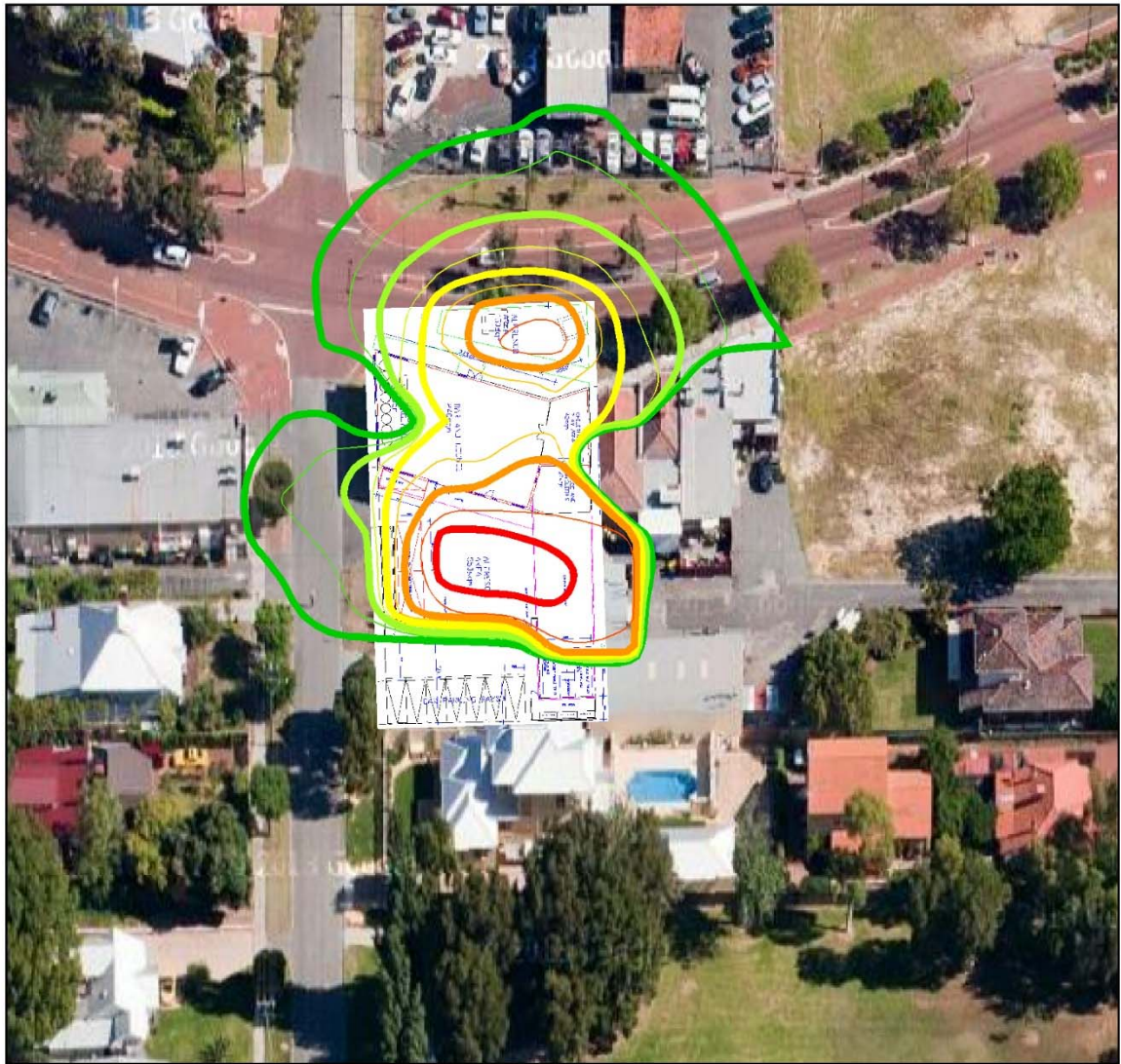
BASSENDAN BREW HOUSE
 LOT 145 BASSENDEAN ROAD
 BASSENDEAN
 Attachment 9.3.1

SITE PLAN

DRAWN R A B	REDUCTION
SCALE 1:100 @ A1	DRAWING No. 0 25
DATE APRIL 2023	A.01 103 of 373

APPENDIX B

NOISE CONTOUR PLOTS



SoundPLANnoise 9.0 C:\DATA\ActiveProjects\GW\22234 - 73 Old Perth Road Microbrewery\Old Perth Road Microbrewery - SP9\PatronNoiseMap1.sgs

Customer:
 Harley Dykstra
 Project: Old Perth Road Microbrewery
 Project-No. 22234



Map
1

Patron Noise - Background Music
Result number 0
 Calculation in 2 m above ground

Project engineer: George Watts
 Created: 28/03/2023
 Processed with SoundPLAN 9.0, Update 23/03/2023

Levels L10Regs
 in dB(A)

- █ = 45
- █ = 50
- █ = 55
- █ = 60
- █ = 65
- █ = 70
- █ = 75
- █ = 80
- █ = 85





SoundPLANnoise 9.0 C:\DATA\ActiveProjects\GW\22234 - 73 Old Perth Road Microbrewery\Old Perth Road Microbrewery - SP9\PatronNoiseMap1.sgs

Customer:
 Harley Dykstra
 Project: Old Perth Road Microbrewery
 Project-No. 22234

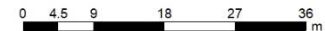
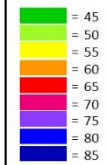


Map
2

Car Door Closes - Staff Carpark
Result number 12
 Calculation in 2 m above ground

Project engineer: George Watts
 Created: 28/03/2023
 Processed with SoundPLAN 9.0, Update 23/03/2023

Levels L_{Amax}
 in dB(A)



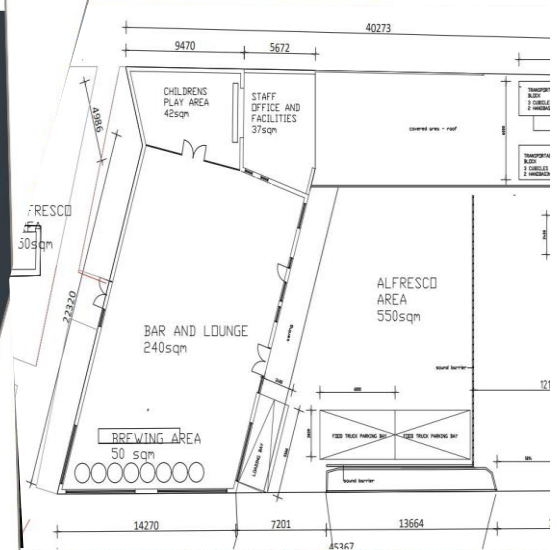
Transport Impact Assessment

Proposed Brewery - No. 73 Old Perth Road, Bassendean

CW1200319 / 304900716

Prepared for
Co Lab Brewery

3 March 2023



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1 Introduction

1.1 Background

Stantec was commissioned by Co-Lab Brewery (“the Client”) to prepare a Transport Impact Assessment (TIA) for a proposed Brewery development at No. 73 Old Perth Road, Bassendean.

This report aims to assess the impact of the development upon the adjacent road network. The report will also discuss access, public transport, pedestrian and cycle networks, circulation and car parking requirements.

This TIA has been prepared in accordance with the *Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)* and the checklist is included in **Appendix A**.

2 Existing Situation

2.1 Existing Site Context

The Site is located 11.5km from the Perth CBD, to the east of Bassendean station, within the Town of Bassendean. **Figure 2-1** illustrates the Site location and local surroundings.

Figure 2-1 Site Location

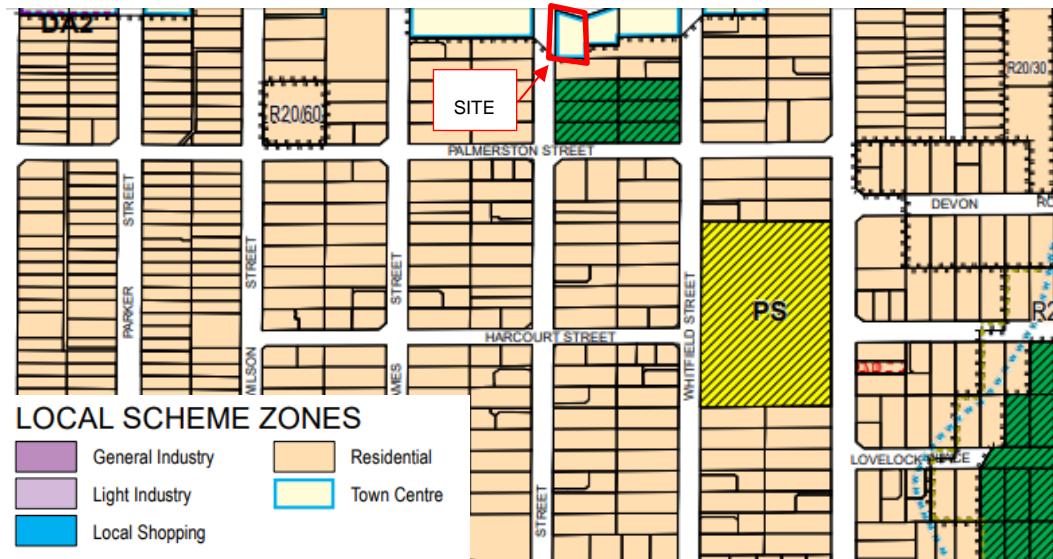


Source: Metromap (2022)

2.2 Surrounding Land Uses

Puursuant to the provision of the *Town of Bassendean Local Planning Scheme No. 10 (DPS3)*, the Site is zoned “Town Centre” as shown in **Figure 2-2**. The Site is surrounded by other town centre land uses to the east and west, with residential land uses to the north.

Figure 2-2 Town of Bassendean Zoning



Source: Town of Bassendean

2.3 Existing Road Network

Road classifications are defined in the Main Roads Functional Hierarchy as follows:

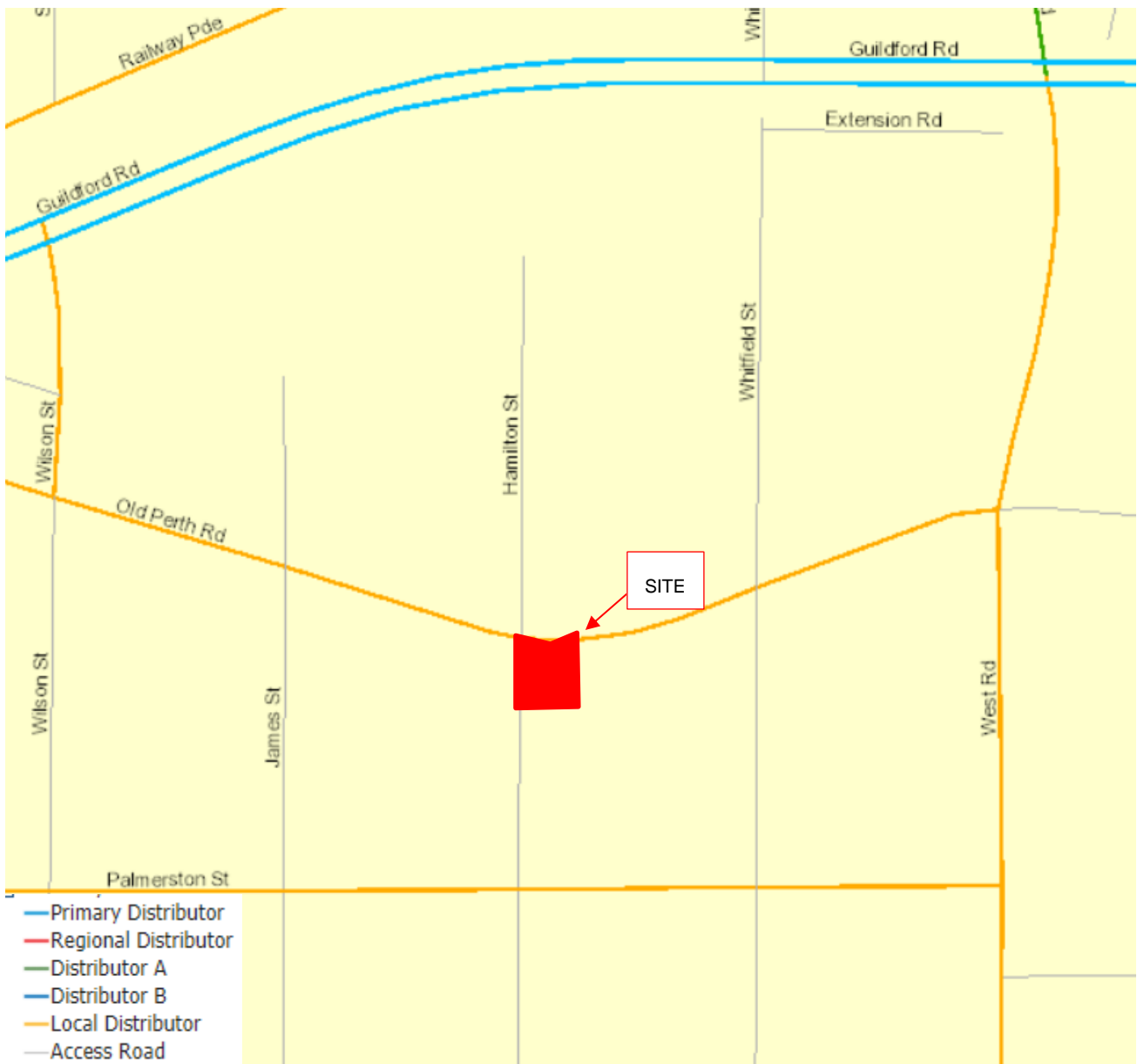
- > **Primary Distributors (light blue):** Form the regional and inter-regional grid of MRWA traffic routes and carry large volumes of fast-moving traffic. Some are strategic freight routes, and all are National or State Roads.
- > **Regional Distributors (red):** Roads that are not Primary Distributors, but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by Local Government
- > **District Distributor A (green):** These carry traffic between industrial, commercial and residential areas and connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining properties. They are managed by Local Government.
- > **Distributor B (dark blue):** perform a similar function to District Distributor A but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5 kilometres apart. They are managed by Local Government.
- > **Local Distributors (orange):** Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by Local Government.
- > **Access Roads (grey):** Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local Government.

The Site is bounded by Old Perth Road to the north and Hamilton Street to the west. The surrounding road network is further described in **Table 2-1** shows the road hierarchy as per the Main Roads WA Road Information Mapping System and **Figure 2-3** shows the road hierarchy.

Table 2-1 Road Network Classification

Street Names	Road Hierarchy		Road Network			
	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Width (m)	Speed Limit
Old Perth Road	Local Distributor	Local Government	2	2	11m (1.5m median)	40 km/h
Hamilton Street	Access Road	Local Government	2	1	7m	50 km/h
Palmerston Street	Local Distributor	Local Government	2	1	7m	50 km/h

Figure 2-3 Road Hierarchy



Source: Road Information Mapping System

2.4 Existing Traffic Volumes

The most recent traffic volumes for the roads in the vicinity of the Site were obtained from the Town of Bassendean and summarised below in **Table 2-2**.

Table 2-2 Daily Traffic Volumes

Road Names	Year	Average Daily Volumes	HV %
Old Perth Road (between Hamilton – Whitfield Street)	2017	4,507	5.8%
Old Perth Road (between Whitfield Street – West Road)	2017	4,460	5%

2.5 Existing Public Transport Facilities

The nearest bus stop to the Site located on Old Perth Road approximately 60m west of the Site (the contraflow route bus stop is located along James Street approximately 190m west of the Site). Bus Route 55 which travels from Elizabeth Quay and terminates at Bassendean Town Centre operates at these stops.

The Bassendean Train Station is located approximately 450m from the Site, which is serviced by trains along the Midland Line with services operating every 10 minutes and serves major locations such as Guildford and the Perth CBD. The station also provides connecting Transperth bus services for Routes 340, 341, 342, 353, 654, 901 and 955.

Figure 2-4 illustrates the nearest public transport stops to the Site and **Table 2-3** shows the frequency of the bus route 55 and the Midland Train Line.

Public transport within the surrounding area of the Site is considered to be good. Though the immediately adjacent bus service operates at low frequencies, the location of Bassendean Station provides access to numerous other train and bus services with the main disadvantage being a 7 minute walk to the station.

Figure 2-4 Public Transport Facilities



Source: Transperth (2022)

Table 2-3 Bus Route and Train Frequency

Route	Route Description	Frequency	
		Weekdays	Weekends
Bus Route 55	Perth to Bassendean	20-60 minutes (5:40AM-11:50PM)	30-60 minutes (7:10AM – 11:55PM)
Midland Train Line	To Perth	10-60 minutes (5:43AM – 3:11AM)	15-60 minutes (6:21AM – 3.11AM)
	To Midland	5-60 minutes (5:29AM – 2.21AM)	10-60 minutes (5:33AM – 2:21AM)

2.6 Existing Pedestrian/Cycle Network Facilities

The Site is surrounded by a number of facilities for people walking and cycling. **Figure 2-5** illustrates the nature of these walking and cycling routes and facilities within a 10-minute walk from the Site which includes:

- > Principal Shared Path (PSP) running along Guildford Road leading to Perth City (heading west) or towards Midland (heading east);
- > Whitfield Street is a Safe Active Street running from Guildford Road to the Sandy Beach reserve;
- > The area near the Site is pedestrian and bike friendly as it is along the main street within Bassendean town centre, and within close proximity to the train station; and
- > In addition to the close proximity to the Midland Train Line PSP, a network of local bicycle friendly routes is present, running along Old Perth Road, North Road, Wilson Street and Palmerston Street.

Overall, the Site has excellent pedestrian and cycle connectivity.

Figure 2-5 Pedestrian/Cycle Facilities



Source: Department of Transport (2016)

2.7 Crash Assessment

A crash assessment for the surrounding road network of the Site has been completed using the *Main Roads WA Reporting Centre*. The assessment covers all the recorded accidents between 1 January 2017 and 31 December 2021 and the results are summarised in **Table 2-4** and **Table 2-5**.

Table 2-4 Total Crashes

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Head On	-	-	-	-	1	1
Rear End	-	-	-	3	-	3
Sideswipe Same Direction	-	-	-	1	-	1
Unspecified	-	-	-	2	1	3
Total	-	-	-	6	2	8

Table 2-5 Midblock Crashes

Road Name	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Hamilton St	-	-	-	-	1	1
Old Perth Rd	-	-	-	6	1	7
Total	-	-	-	6	2	8

Figure 2-6 illustrates the crash locations and their intensity along Old Perth Road and Hamilton Street.

Figure 2-6 Crash Locations



A summary of the crash data is as follows:

- > There were no fatal accidents recorded;
- > There were no accidents requiring hospital and medical attention recorded;
- > 7 crashes were recorded along Old Perth Rd (James St to Whitfield Street) and 1 crash reported at Hamilton Street (North) that resulted to major and minor property damages

It is very unlikely that this development would have any material impact on road safety in the area due to its small scale.

3 Development Proposal

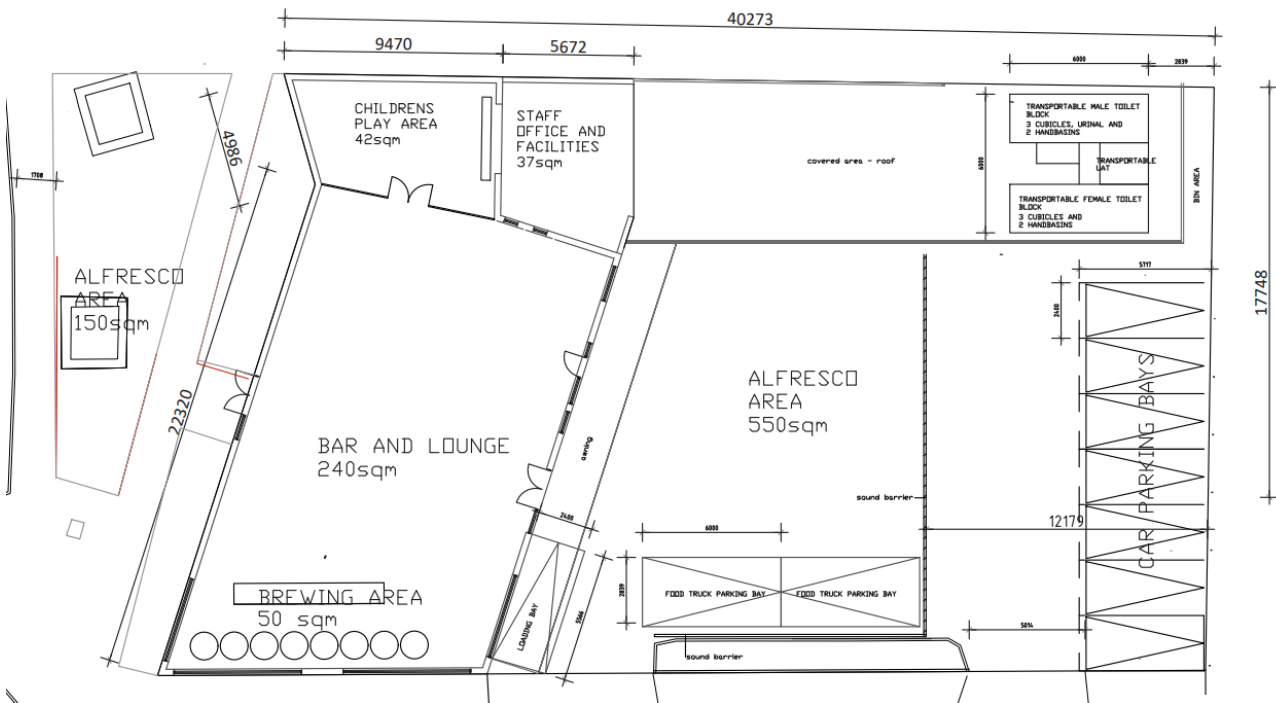
3.1 Proposed Development

The proposal is for a Brewery at the Site, comprising of the following site-specific design components:

- > Approximately 990 m² brewery;
- > 7 car parking bays;
- > 1 loading bay; and
- > 2 food truck bays.

The layout of the proposed brewery at the Site is shown below in **Figure 3-1**. Please note, larger versions are included in **Appendix B**.

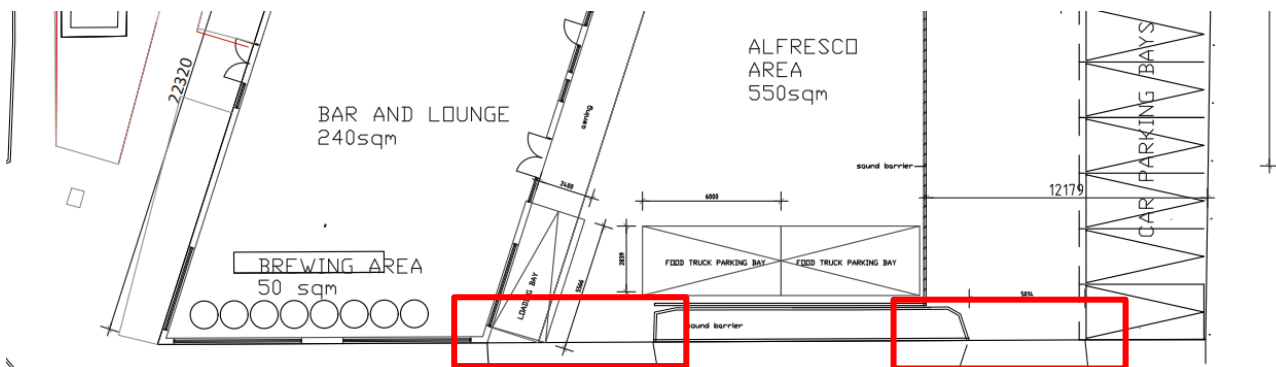
Figure 3-1 Site Plan



3.2 Access Arrangements

Vehicular access to/from the Site is proposed via two existing crossovers along Hamilton Street, as shown in **Figure 3-2**.

Figure 3-2 Access Arrangements



3.3 Parking Provision

The Statutory parking requirements, in accordance with the *Town of Bassendean Local Planning Policy No. 8 – Car Parking and End-of-Trip-Facilities* (LPP8) have been considered in the context of the proposed development and summarised below in **Table 3-1**.

Table 3-1 Car Parking Provisions and Requirements

Proposed Land Use	Requirements	Yield	Parking Required	Parking Provided
Restaurant	1 bay for every 4 persons at the facility is designed to accommodate	300 patrons	75 bays	7 bays (staff)
Total			75 bays	7 bays
Shortfall				68 bays

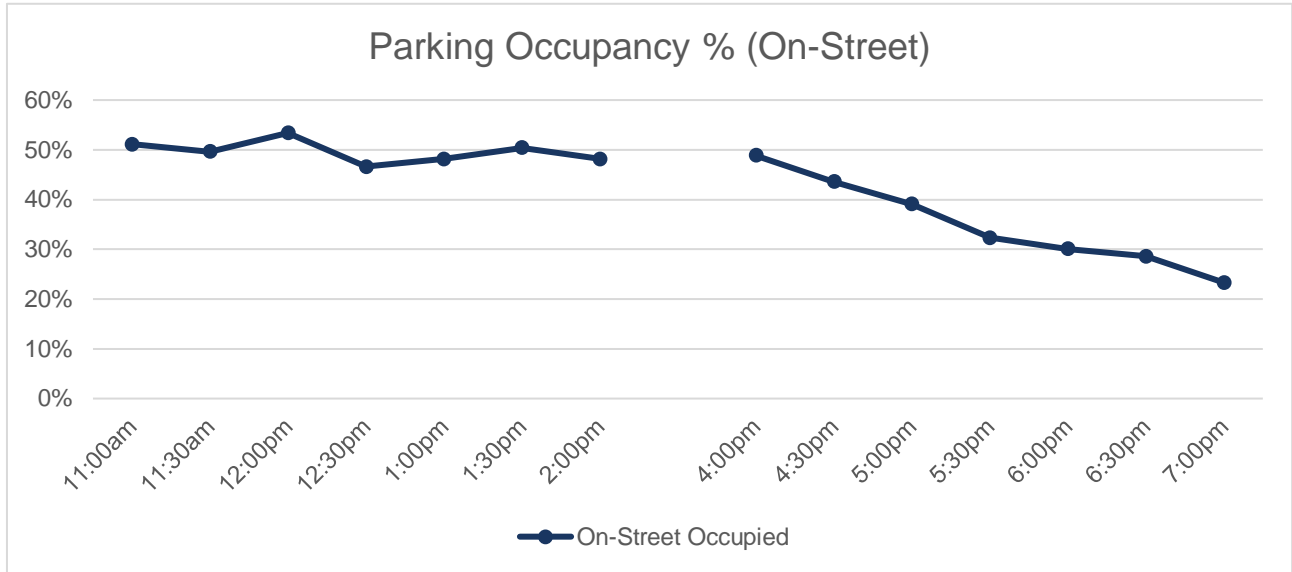
Based on an anticipated maximum of 300 patrons, there is a 68 bay shortfall. However, ample public on-street parking within the surrounding area is provided as shown in **Figure 3-3**.

Figure 3-3 Existing Parking within the Surrounding Area of the Site.



A parking occupancy survey was conducted to determine the current availability of parking within the surrounding area. **Figure 3-4** provides a summary of the parking occupancy during the midday and evening coinciding with the anticipated operating hours for the proposed development. Note that the impacts of development traffic during the AM peak will be negligible as the Site will likely be closed during the morning peak period.

Figure 3-4 Parking Occupancy Percentage



These results show that at all times during the proposed Site operation, the nearby parking is less than 55-50% full. In addition, parking demand declines significantly during the evening, when the tavern Site is expected to be at its busiest (especially along the northern section of Hamilton Road where it remained relatively unused during the evening). Note that the anticipated parking demand for the proposed development is likely to be reduced as walking trips are expected to be common by locals that reside nearby (and should be encouraged).

A Thursday was selected to undertake the parking survey, as it generally associated with higher parking demand due to the extended retail trading hours within the surrounding area. Given a parking shortfall was identified at the Site, alternative parking options include utilising the on-street car parking bays available within close proximity to the Site.

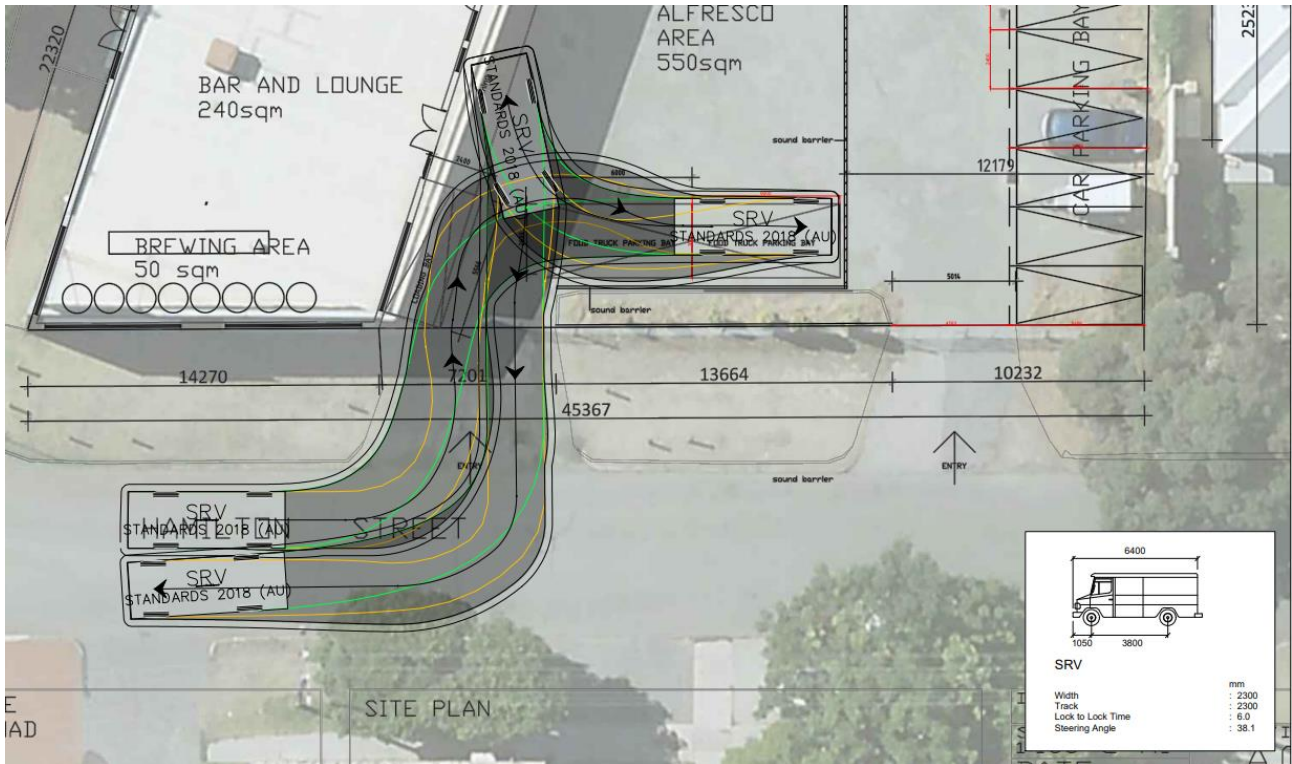
The Survey allowed for an understanding of periods of peak parking demand and the available capacity for visitors of the brewery to park. The Survey assessed the sufficiency of the available parking in the public realm to determine the extent of overspill that can be sustained.

The seven (7) parking bays provided are intended to accommodate the expected staff requirements for the Site and are considered appropriate.

3.4 Provision of Service Vehicles

Waste collection is proposed at the Site using a 6.4m waste vehicle, as shown in **Figure 3-5**. The waste vehicle will enter the Site via Hamilton Street and exit the Site in forward gear via Hamilton Street.

Figure 3-5 Swept Path – 6.4m Waste Vehicle



3.5 Swept Path Analysis

A swept path assessment was conducted using a B85 and B99 design vehicle as illustrated in **Figure 3-6** and **Figure 3-7**. Please refer to **Appendix C** for larger versions.

Figure 3-6 Swept Path – B85 / B99

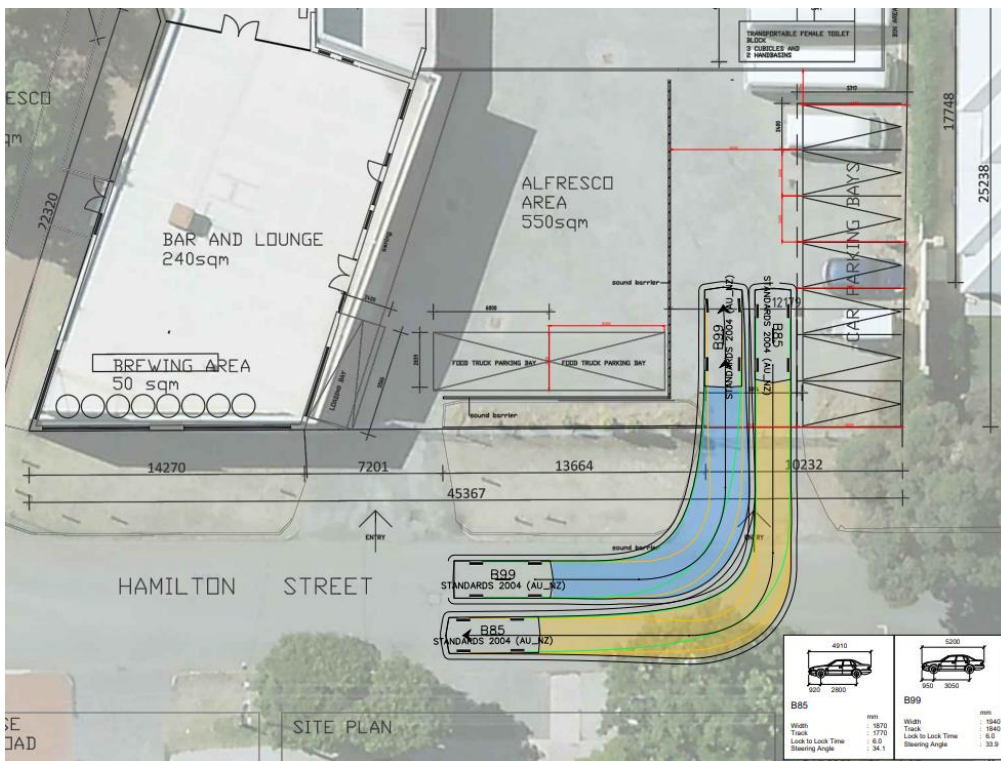
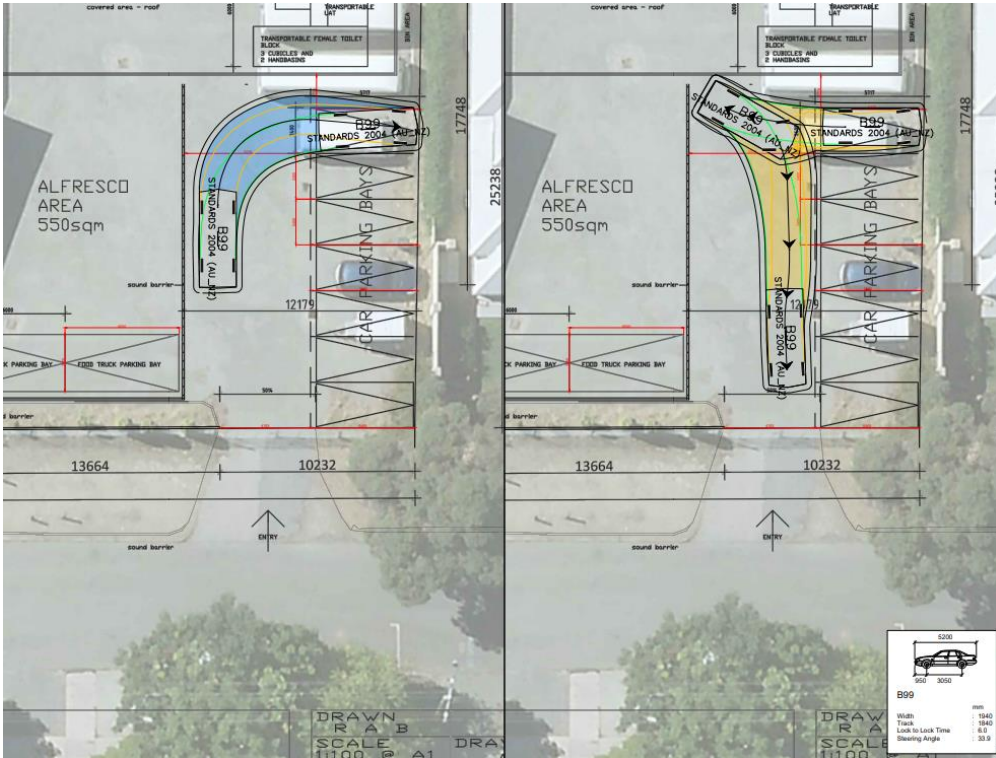


Figure 3-7 Swept Path – B85 / B99



4 Changes to Surrounding Area

4.1 Road Network

No changes are proposed to the existing road network within close proximity to the Site in the short term.

4.2 Pedestrian/Cycle Networks

Stantec contacted the Town of Bassendean and were not made aware of any major changes to the pedestrian or cycling networks in the vicinity of the Site in the short term.

4.3 Public Transport Services

Stantec contacted the Public Transport Authority and were not made aware of any major changes to the existing public transport networks in the vicinity of the Site in the short term.

5 Integration with Surrounding Area

5.1 Surrounding Attractors/Generators

The Site is located within the Bassendean Town Centre and is surrounded by numerous attractors/generators including the following:

- > Bassendean Shopping Centre;
- > Casa Mia Montessori School;
- > Bassendean Bowling Club;
- > St. Joseph's Roman Catholic Community Church;
- > St. Michael's School Bassendean;
- > Aegis Bassendean Aged Care;
- > Bassendean Primary School; and
- > Various restaurants/cafes.

6 Analysis of Transport Network

6.1 Assessment Years and Time Period

The peak times selected are 8:00 AM to 9:00 AM and 3:00 PM to 4:00 PM respectively for the morning and afternoon peak periods on weekdays.

The following model scenarios have therefore been analysed as part of this assessment:

- > Scenario 1 – 2022 Existing Traffic without Development (AM and PM Peak);
- > Scenario 2 – 2023 Traffic with Development (AM and PM Peak); and
- > Scenario 3 – 2033 Traffic with Development (AM and PM Peak).

6.2 Key Intersections

The key intersections analysed are as listed below:

- > Old Perth Road/ Hamilton Street

6.3 Trip Generation

Trip generation has been calculated for the proposed development utilising trip generation rates from the *Transport Impact Assessment Guidelines: Volume 5 Technical Guidelines*. The following tables summarise the directional distribution and the estimated total trips to be generated by the proposed development.

Table 6-1 provides the trip generation rates for the AM and PM peak hour periods. **Table 6-2** outlines the directional distribution and **Table 6-3** indicates the total trips projected to be generated by the proposed development. This projection is considered to be conservative, given the lack of activity on-site during the morning peak, and the proximity of the development to both the Bassendean Town Centre and the Bassendean Station, both of which can be expected to reduce vehicle trip generation.

Table 6-1 Trip Generation Rate – Peak Hour Generator

Land Use	ITE CODE	Yield	AM Peak Rate	PM Peak Rate
F&B Retail	WAPC Vol 5	990 sqm	2.5 trips per 100 sqm	10 trips per 100 sqm

Table 6-2 Directional Distribution

Land Use	AM		PM	
	IN	OUT	IN	OUT
F&B Retail	80%	20%	50%	50%

Table 6-3 Total Trip Generation

Land Use	AM		PM	
	IN	OUT	IN	OUT
F&B Retail	20	5	50	50
Total	25		100	

6.4 Trip Distribution

The overall trip distribution for the inbound and outbound vehicle trips are detailed in **Figure 6-1** and **Figure 6-2**, respectively. The trip distribution was based on the existing traffic distribution at the intersection.

Figure 6-1 Inbound Trips



Figure 6-2 Outbound Trips



6.4.2 Background and Development Traffic Volumes

The traffic volumes used in the assessment of all scenarios are provided in **Figure 6-3** to **Figure 6-6**.

Figure 6-3 2022 Traffic

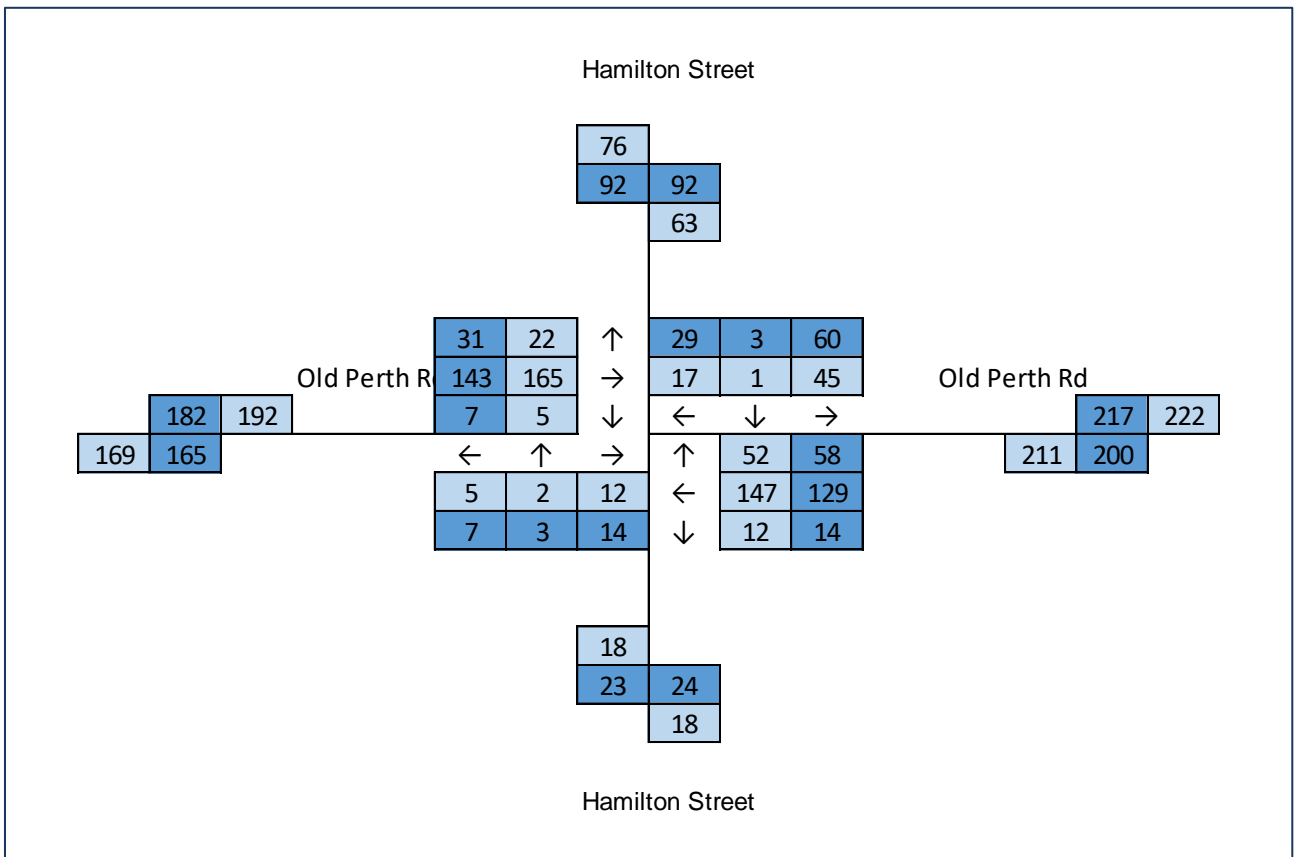


Figure 6-4 Development Traffic

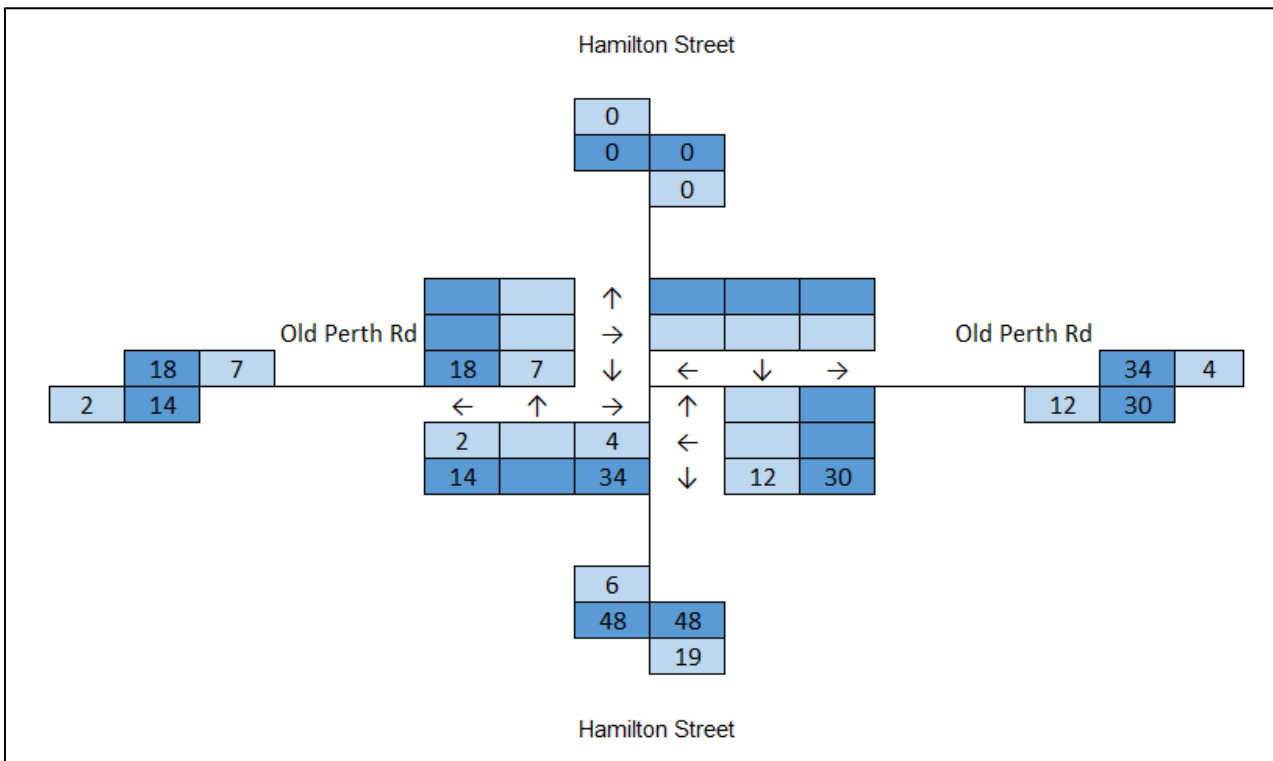


Figure 6-5 Year 2023 Traffic with Development Traffic

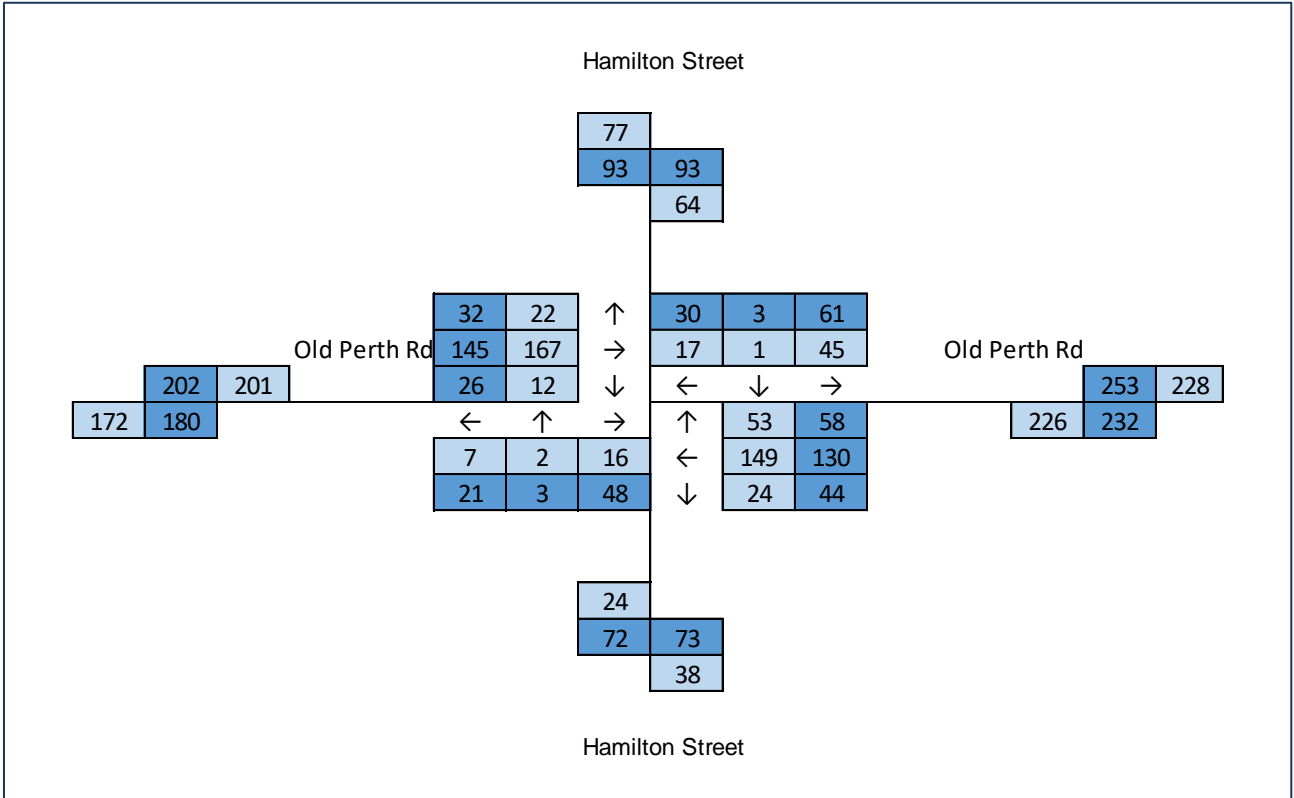
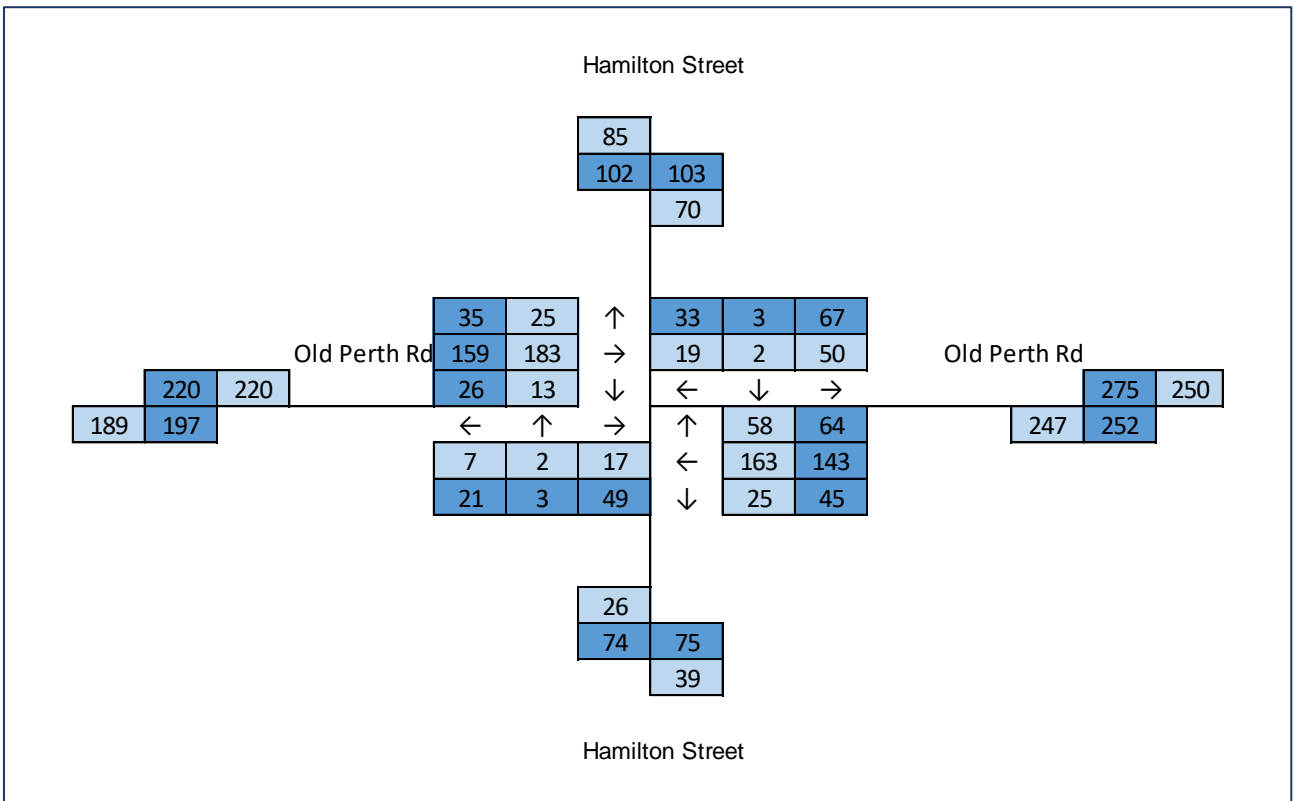


Figure 6-6 Year 2033 Traffic with Development Traffic



6.5 Key Assumptions

The following assumptions were made for the analysis:

- > As per traffic data information, the peak activity period occurs from 8:00 AM to 9:00 AM during the weekday morning peak, 3:00PM to 4:00PM on weekday evening peak period.
- > The volumes sourced from the Town of Bassendean (counts taken in 2017) were calibrated to the year 2022 based on the observed historical traffic growth rate of growth rate of 0.33% per annum.
- > The surrounding area is generally full developed - as such, a relatively low annual growth rate of 1% per annum was used to estimate the future traffic growth within the surrounding road network. It is noted that this rate exceeds the recent growth observed between 2017 and 2022.
- > The traffic volumes at the Old Perth Road/Hamilton Road were estimated using the following approach:
 - The traffic volumes along Old Perth Road were provided by the Town of Bassendean.
 - The traffic volumes along Hamilton Road were estimated using a first principles approach where the trip generation was calculated for the sections of Hamilton Road north and south of Old Perth Road based on the land uses along each of these sections.
 - Lastly, a simple gravity model was used to determine the turning movement volumes at the intersection
- > Turning movements distributions for the proposed development at the assessed intersection are calculated based on existing traffic distributions. However, no trips were distributed to the north of Hamilton Street as it is a cul-de-sac and no vehicle trips is anticipated to travel in this direction.
- > Dimensions of all intersection elements (e.g., lane width, median width, etc.) were measured from the latest Metromap images.
- > Approach and exit speeds were based on speed limits from MRWA Road Information Mapping System.
- > Intersection controls are anticipated to remain the same for future scenarios.

6.6 Intersection Performance

Analysis of the traffic impacts of the proposed development has been carried out for the following intersections:

- > Old Perth Road / Hamilton Street

The identified intersections have been analysed using the SIDRA analysis program. This program calculates the performance of intersections based on input parameters, including geometry and traffic volumes. As an output SIDRA provides values for the Degree of Saturation (DOS), queue lengths, delays, level of service, and 95th Percentile Queue. These parameters are defined as follows:

- > Degree of Saturation (DOS): is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The theoretical intersection capacity is exceeded for an un-signalized intersection where $DOS > 0.80$;
- > 95% Queue: is the statistical estimate of the queue length up to or below which 95% of all observed queues would be expected;
- > Average Delay: is the average of all travel time delays for vehicles through the intersection. An un-signalised intersection can be considered to be operating at capacity where the average delay exceeds 40 seconds for any movement; and
- > Level of Service (LOS): is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. The different levels of service can generally be described as shown in **Table 6-4**.

Table 6-4 Level of Service (LoS) Performance Criteria

LOS	Description	Signalised Intersection	Unsignalised Intersection
A	Free-flow operations (best condition)	≤10 sec	≤10 sec
B	Reasonable free-flow operations	10-20 sec	10-15 sec
C	At or near free-flow operations	20-35 sec	15-25 sec
D	Decreasing free-flow levels	35-55 sec	25-35 sec
E	Operations at capacity	55-80 sec	35-50 sec
F	A breakdown in vehicular flow (worst condition)	≥80 sec	≥50 sec

A LOS exceeding these values indicates that the road section is exceeding its practical capacity. Above these values, users of the intersection are likely to experience unsatisfactory queueing and delays during the peak hour periods.

6.7 SIDRA Analysis Results

6.7.1 Scenario 1 – 2022 Existing Traffic without Development (AM and PM Peak)

The SIDRA layout for the intersections of Old Perth Road/ Hamilton Street is illustrated in **Figure 6-7**. The result of the analysis is tabulated in **Table 6-5**.

Figure 6-7 SIDRA Layout of Old Perth Road/ Hamilton Street

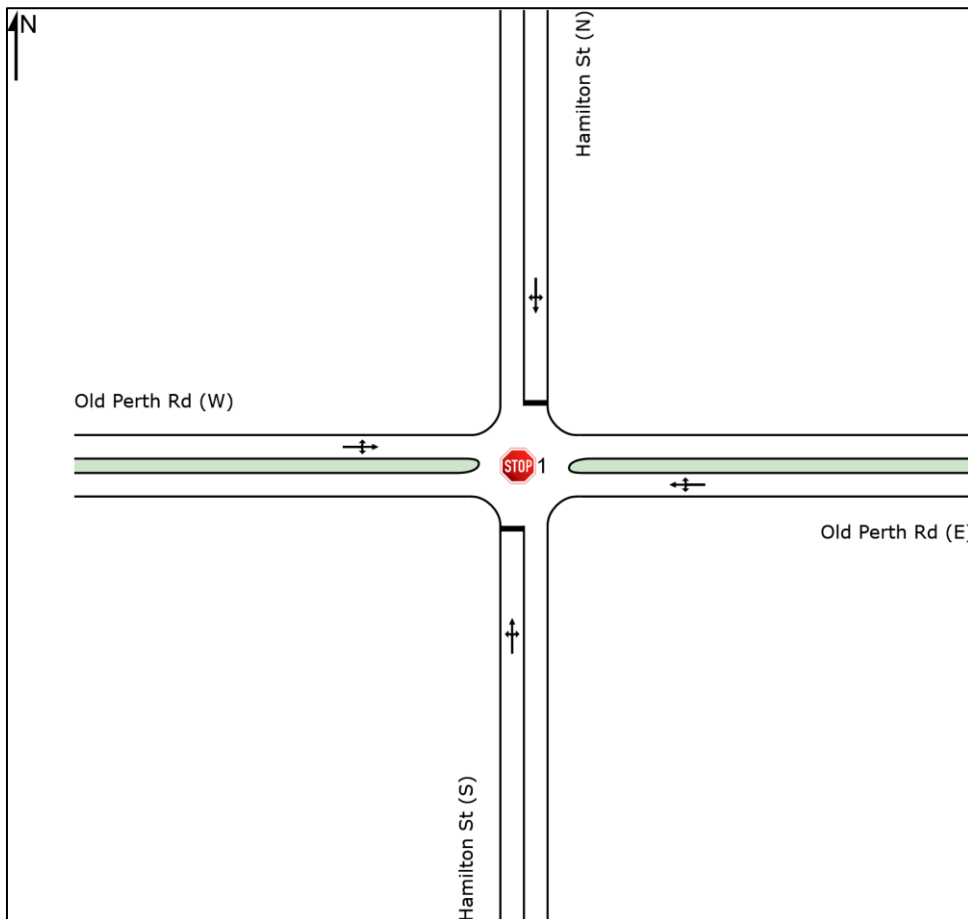


Table 6-5 Old Perth Road/ Hamilton Street – Scenario 1

Intersection Approach		AM peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Hamilton St (S)	L	0.028	8	A	0.7	0.034	7.9	A	0.8
	T	0.028	9.5	A	0.7	0.034	9.3	A	0.8
	R	0.028	10	A	0.7	0.034	9.9	A	0.8
East: Old Perth Rd (E)	L	0.126	4	A	3.1	0.121	4	A	3.2
	T	0.126	0.3	A	3.1	0.121	0.3	A	3.2
	R	0.126	4.2	A	3.1	0.121	4.2	A	3.2
North: Hamilton St (N)	L	0.069	8.1	A	1.9	0.102	8.1	A	2.8
	T	0.069	9.6	A	1.9	0.102	9.5	A	2.8
	R	0.069	9.9	A	1.9	0.102	9.7	A	2.8
West: Old Perth Rd (W)	L	0.111	3.5	A	0.4	0.104	3.5	A	0.5
	T	0.111	0	A	0.4	0.104	0	A	0.5
	R	0.111	4.1	A	0.4	0.104	4	A	0.5
All Vehicles		0.126	2.3	A	3.1	0.121	3	A	3.2

6.7.2 Scenario 2 – 2023 Traffic with Development (AM and PM Peaks)

The intersection remains unchanged with the layout shown in **Figure 6-7**. The results of the analysis are tabulated in **Table 6-6**.

Table 6-6 Old Perth Road/ Hamilton Street – Scenario 2

Intersection Approach		AM peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Hamilton St (S)	L	0.037	8	A	0.9	0.108	8	A	2.8
	T	0.037	9.6	A	0.9	0.108	9.8	A	2.8
	R	0.037	10.2	B	0.9	0.108	10.5	B	2.8
East: Old Perth Rd (E)	L	0.135	4	A	3.3	0.139	3.9	A	3.7
	T	0.135	0.3	A	3.3	0.139	0.3	A	3.7
	R	0.135	4.3	A	3.3	0.139	4.2	A	3.7
North: Hamilton St (N)	L	0.069	8.2	A	1.9	0.107	8.1	A	3
	T	0.069	9.8	A	1.9	0.107	9.9	A	3
	R	0.069	10	A	1.9	0.107	10.1	B	3
West: Old Perth Rd (W)	L	0.117	3.6	A	0.9	0.119	3.7	A	1.9
	T	0.117	0.1	A	0.9	0.119	0.1	A	1.9
	R	0.117	4.2	A	0.9	0.119	4.2	A	1.9
All Vehicles		0.135	2.5	A	3.3	0.139	3.7	A	3.7

6.7.3 Scenario 3 – 2033 Traffic with Development (AM and PM Peaks)

The layout remains unchanged from the figure shown in **Figure 6-7**. The results of the analysis are tabulated in **Table 6-7**.

Table 6-7 Old Perth Road/ Hamilton Street – Scenario 3

Intersection Approach	AM peak					PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Hamilton St (S)	L	0.041	8.1	A	1	0.115	8	A	3
	T	0.041	10	A	1	0.115	10.1	B	3
	R	0.041	10.7	B	1	0.115	11	B	3
East: Old Perth Rd (E)	L	0.148	4.1	A	3.7	0.151	4	A	4.2
	T	0.148	0.3	A	3.7	0.151	0.3	A	4.2
	R	0.148	4.3	A	3.7	0.151	4.3	A	4.2
North: Hamilton St (N)	L	0.081	8.2	A	2.2	0.121	8.1	A	3.4
	T	0.081	10.2	B	2.2	0.121	10.3	B	3.4
	R	0.081	10.4	B	2.2	0.121	10.5	B	3.4
West: Old Perth Rd (W)	L	0.128	3.7	A	1	0.129	3.8	A	1.9
	T	0.128	0.1	A	1	0.129	0.1	A	1.9
	R	0.128	4.2	A	1	0.129	4.2	A	1.9
All Vehicles		0.148	2.6	A	3.7	0.151	3.7	A	4.2

6.7.4 SIDRA Results Summary

- > The existing intersections are currently operating well below capacity with a level of service of 'A' for both morning and evening peak hours.
- > With the inclusion of the proposed development traffic, it is anticipated that the intersection of Old Perth Rd/ Hamilton Street will continue to operate without capacity issues with an average delay of 2.5 sec during the AM peak and 3.7 seconds of delay during the PM peak.
- > For the 10-year assessment, the intersection continues to operate with an overall level of service A with minimal delays and queues.

7 Summary

The Transport Impact Assessment outlines the transport aspects of the proposed redevelopment focusing on traffic operations, access and car parking. Discussion regarding pedestrian, cycle parking and public transport considerations are also provided.

This assessment has been prepared in accordance with the *WAPC Transport Impact Assessment Guidelines Volume 4: Individual Developments (2016)* for lodgement with the development application.

The following conclusions have been made in regard to the proposed development:

- > The proposal is for a brewery which anticipates accommodating 300 patrons;
- > 7 car parking bays are provided on-site, but ample parking is available within a short walking catchment – more than sufficient to accommodate peak demand;
- > The Site is located approximately 60m away from Bus Route 55, which operates along Old Perth Road, and is well within a reasonable walking distance to the Bassendean Station;
- > The potential number of trips generated by the development is 25 trips and 100 trips in the AM peak and PM peak, respectively; and
- > The SIDRA analysis of Hamilton/ Old Perth Rd intersections has been undertaken. The results show that under Scenario 2 (2023 traffic with development) and Scenario 3 (2033 traffic with development), the intersection will perform satisfactorily. No upgrades are required in the 2023 opening year.

Overall, the proposed development is not anticipated to have a material impact on the traffic operations of the surrounding road network

Proposed Brewery - No. 73 Old Perth
Road, Bassendean

APPENDIX

A

WAPC CHECKLIST



now



Item	Status	Comments/Proposals
Proposed development		
proposed land use	Section 3	
existing land uses	Section 1	
context with surrounds	Section 1	
Vehicular access and parking		
access arrangements	Section 3	
public, private, disabled parking set down / pick up	Section 3	
Service vehicles (non-residential)		
access arrangements	Section 3	
on/off-site loading facilities	Section 3	
Service vehicles (residential)		
Rubbish collection and emergency vehicle access	Section 3	
Hours of operation (non-residential only)		
	N/A	
Traffic volumes		
daily or peak traffic volumes	Section 1	
type of vehicles (e.g. cars, trucks)	Section 1	
Traffic management on frontage streets		
Public transport access		
nearest bus/train routes	Section 2	
nearest bus stops/train stations	Section 2	
pedestrian/cycle links to bus stops/train station	Section 2	
Pedestrian access/facilities		
existing pedestrian facilities within the development (if any)	Section 3	
proposed pedestrian facilities within development	Section 3	
existing pedestrian facilities on surrounding roads	Section 3	
proposals to improve pedestrian access	Section 3	
Cycle access/facilities		
existing cycle facilities within the development (if any)	Section 3	
proposed cycle facilities within the development	N/A	
existing cycle facilities on surrounding roads	Section 3	
proposals to improve cycle access	N/A	
Site specific issues		
	N/A	
Safety issues		
identify issues	N/A	
remedial measures	N/A	

Proposed Brewery - No. 73 Old Perth
Road, Bassendean

APPENDIX

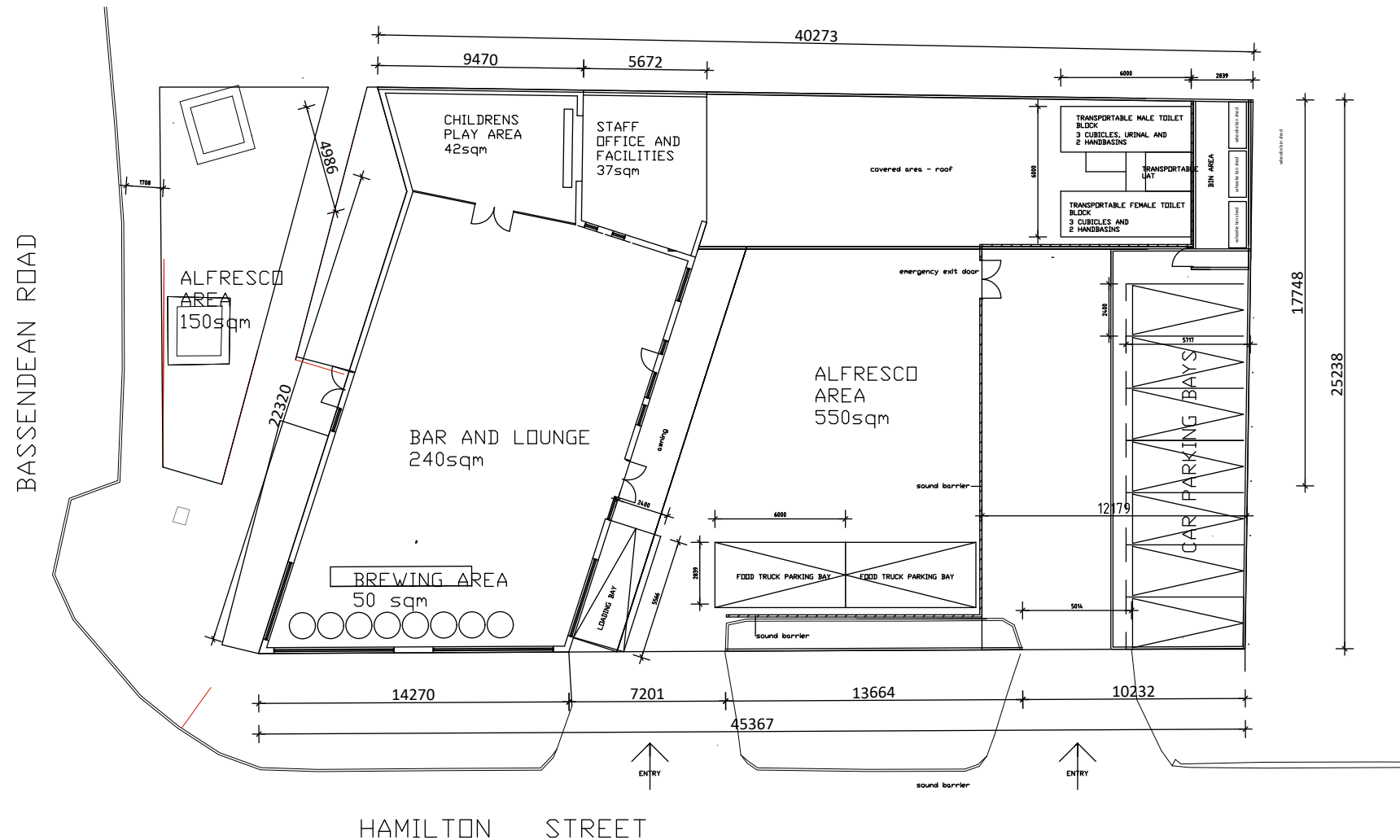
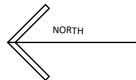
B

SITE PLAN



now





BASSEDEAN BREW HOUSE
 LOT 145 BASSENDEAN ROAD
 BASSENDEAN
 Attachment 9.3.1

SITE PLAN

DRAWN R A B	REDUCTION
SCALE 1:100 @ A1	DRAWING No. 0 25
DATE APRIL 2023	A.01 138 of 373

Proposed Brewery - No. 73 Old Perth
Road, Bassendean

APPENDIX

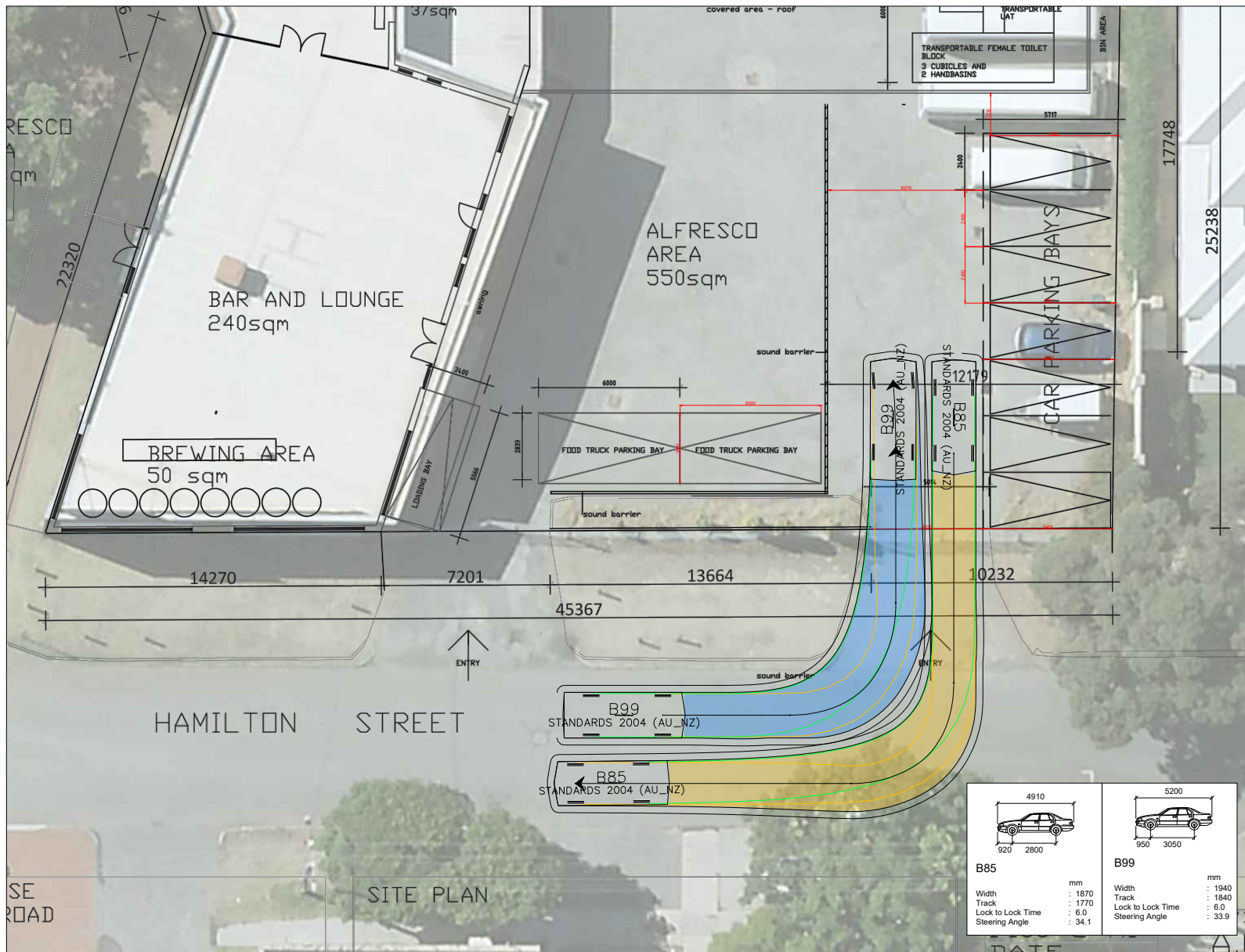
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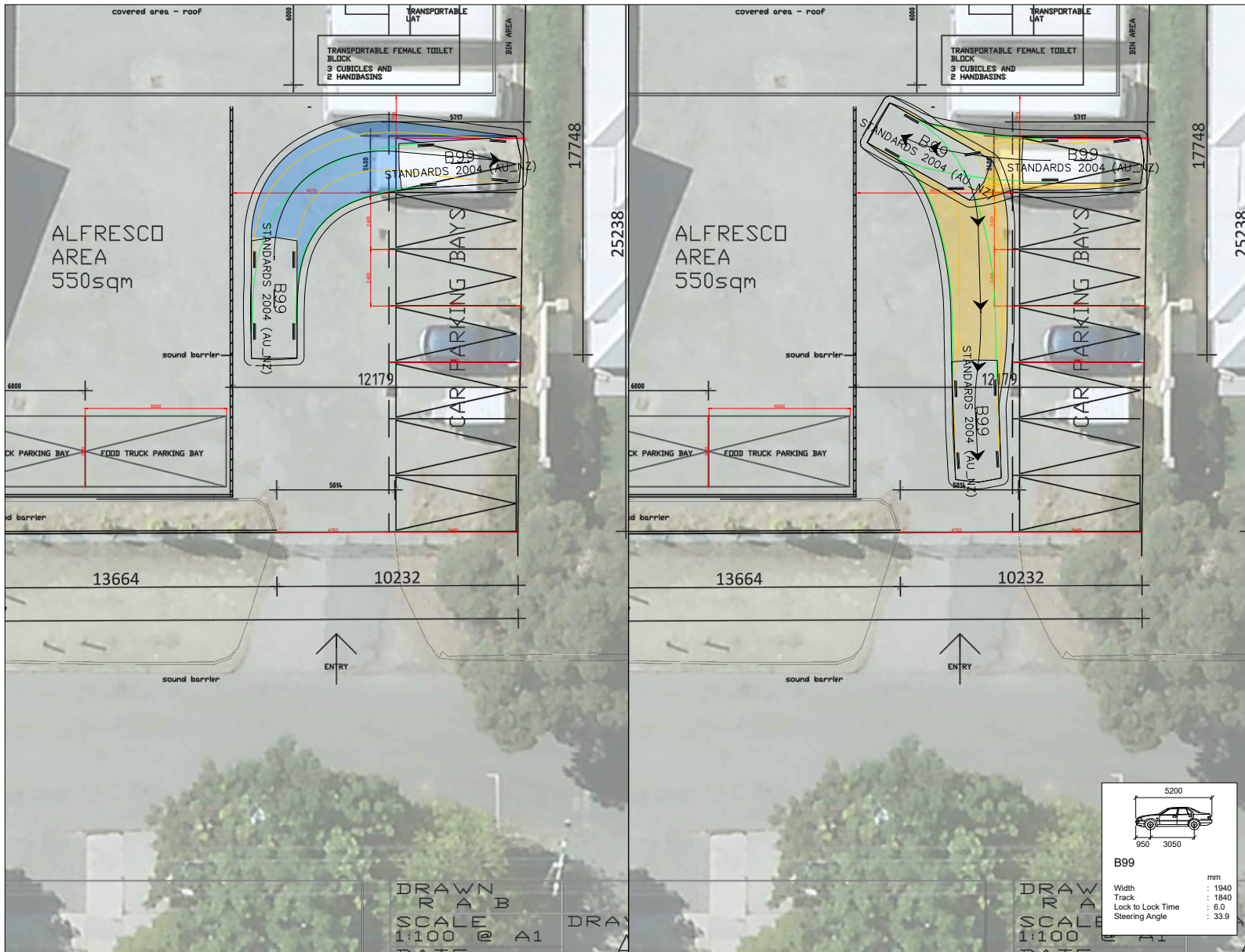
SWEPT PATHS

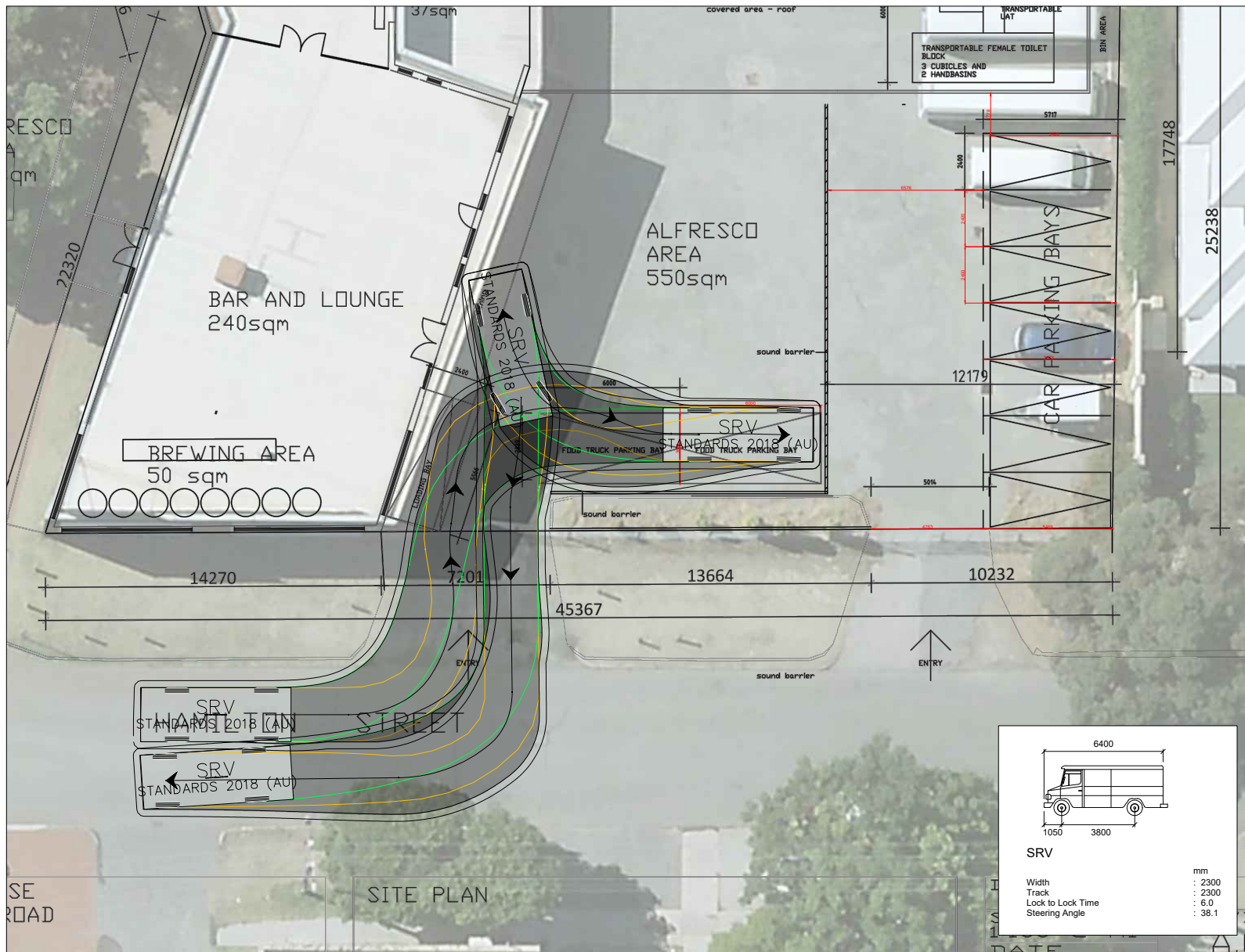


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Title	No. 73 Old Perth Road, Bassendean		
Client	Co-Lab Brewery	Project No	CW1200319 / 304900716
Status	Rev B	Date	3 March 2023
Author	Dana Romic	Reviewer	Shannon Leigh

1 Introduction

This Technical Note details the results of a Parking Study conducted on behalf of Co-Lab Brewery to determine the parking impact of the proposed tavern venue located at No. 73 Old Perth Road, Bassendean.

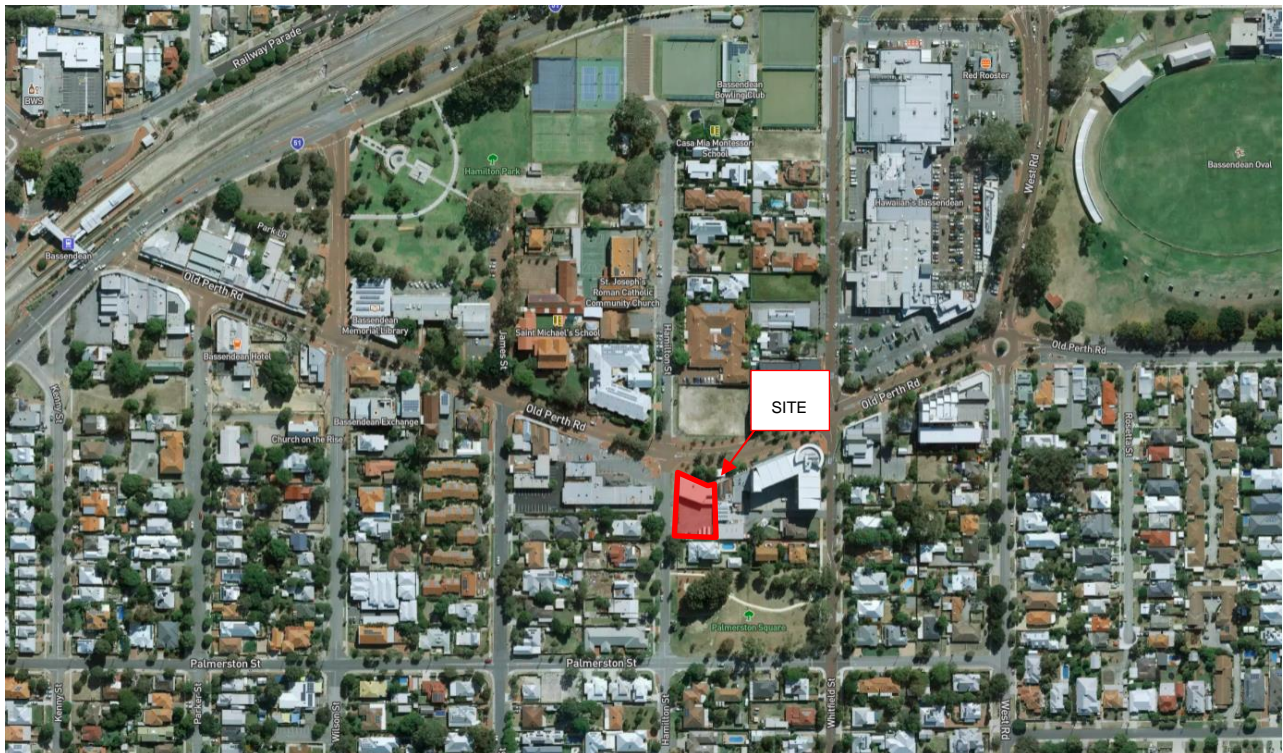
This Parking Study defines the likely generation of parking attributable to the proposed use, the potential extent of parking overspill into adjacent on-street parking and the availability of such parking within a reasonable catchment area.

1.1 Site Context

The Site is located 11.5km from the Perth CBD, to the east of Bassendean Station, within the Town of Bassendean. **Figure 1-1** illustrates the Site location and local surroundings.

The Site is bounded by Old Perth Road to the north and Hamilton Street to the west, and in close proximity to a number of shopping, educational and commercial establishments around Bassendean.

Figure 1-1 Site Location



Source: Metromap (2022)

1.2 Existing Pedestrian/Cycle Networks and Facilities

The Site is surrounded by a number of facilities for people walking and cycling. **Figure 1-2** illustrates the nature of these walking and cycling routes and facilities within a 10-minute walk from the Site which includes:

- > Principal Shared Path (PSP) running along Guildford Road leading to Perth City (heading west) or towards Midland (heading east);
- > The area near the Site is pedestrian and bike friendly as it is along the main street within the Bassendean town centre, and within close proximity of the train station; and
- > In addition to close proximity to the Midland Train Line PSP, a network of local bicycle friendly routes is present, running along Old Perth Road, North Road, Wilson Street and Palmerston Street.

Overall, the Site has excellent pedestrian and cycle connectivity.

Figure 1-2 Pedestrian/Cycle Facilities



Source: Department of Transport Comprehensive Cycle Maps (2016)

1.3 Existing Public Transport Facilities

The Site is in a prime location when it comes to public transport. The nearest bus stop to the Site is *Old Perth Road After Hamilton Street* located approximately 60m away along Old Perth Road, serviced by Bus Route 55 which travels from Elizabeth Quay and terminates at Bassendean Town Centre.

The Bassendean Train Station is located approximately 450m from the Site, which is serviced by trains along the Midland Line, which operates every 10 minutes and serves major locations such as Guildford and the Perth CBD. The station additionally serves Transperth Bus Routes 340, 341, 342, 353, 654, 901 and 955.

Figure 1-3 illustrates the nearest public transport stops to the Site and **Table 1-1** shows the frequency of the bus route 55 and the Midland Train Line.

Figure 1-3 Public Transport Facilities



Source: Public Transport Authority Network Maps

Table 1-1 Bus Route and Train Frequency

Route	Route Description	Frequency	
		Weekdays	Weekends
Bus Route 55	Perth to Bassendean	20-60 minutes (5:40AM-11:50PM)	30-60 minutes (7:10AM – 11:55PM)
Midland Train Line	To Perth	10-60 minutes (5:43AM - 3:11AM)	15-60 minutes (6:21AM – 3:11AM)
	To Midland	5-60 minutes (5:29AM – 2:21AM)	10-60 minutes (5:33AM – 2:21 AM)

2 Supply Analysis

The Statutory parking requirements, in accordance with the *Town of Bassendean Local Planning Policy No. 8 – Car Parking and End-of-Trip-Facilities (LPP8)*, defines a requirement of 1 bay per 3 square metres of bar area. The layout of the proposed venue is currently undergoing preliminary planning, but an indicative capacity has been established, comprising 300 patrons.

As such, this analysis has applied the 'Restaurant' parking requirements under LPP8, as it directly references maximum occupancy as the appropriate performance metric.

Table 2-1 Town of Bassendean LPP8

Land Use	Parking Requirement
Restaurant	1 bay for every 4 persons at the facility is designed to accommodate

The proposed use constitutes 300 patrons at the Site, resulting in a policy requirement of 75 bays.

Table 2-2 Parking Breakdown

Land Use	Quantity	Requirement
Tavern	300 people	75 bays

The Site is located in the Bassendean Town Centre and there are numerous on-street parking options available in the vicinity. **Table 2-2** illustrates the on-street parking available near the Site.

Figure 2-2 Bassendean Parking Map



There are an estimated 133 on-street parking bays in the immediate vicinity of the Site, as summarised in **Table 2-3**. Note that additional parking is available further to the south and along parallel roads. However, these identified spaces largely function as ‘public’ rather than ‘residential’ and are therefore ideal for the purpose of visitation to the proposed venue.

Table 2-3 On-street parking within close proximity to Site

Location	Number of Parking Bays
Hamilton St (north of Old Perth Road)	50
Hamilton St (south of Old Perth Road)	8
Old Perth Road (west of Hamilton St)	6
Old Perth Road (between Hamilton St and Whitfield St)	21
Old Perth Road (east of Whitfield St)	6
Whitfield St (north of Old Perth Road)	30
Whitfield St (south of Old Perth Road)	12

3 Parking Availability

To determine the available parking supply during the projected peak period, Stantec undertook occupancy surveys of parking available in the vicinity of the Site. This survey was completed on Thursday 16 June during the hours of 12:00pm-2:00pm and 5:00pm-7:00pm. During this survey period a very high degree of parking vacancy was observed, as shown in **Figure 3-1** and **Figure 3-2** (taken at 5pm, Thursday 16 June).

Figure 3-1 Parking Available along Hamilton Street



Figure 3-2 Parking Available along Hamilton Street



The results of these surveys are shown in **Table 3-1** and **Table 3-2**.

Table 3-1 Parking Occupancy

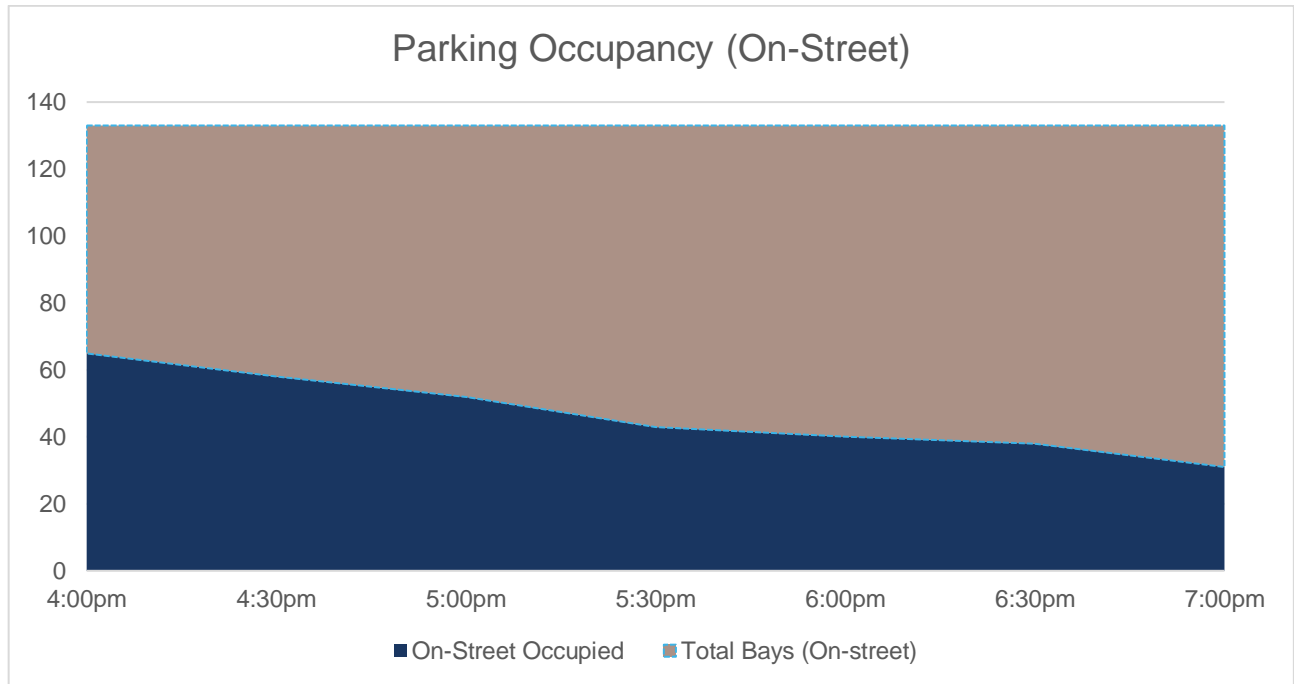
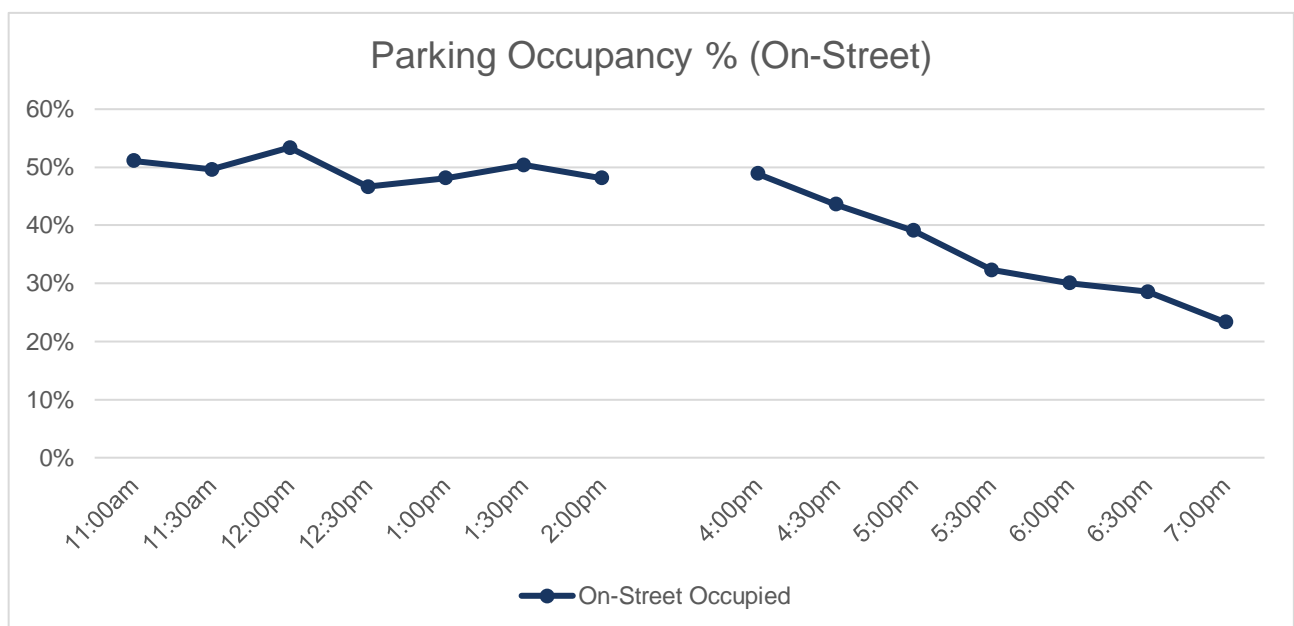


Table 3-2 Parking Occupancy Percentage



These results show that at all times during the proposed Site operation, the nearby parking is less than 50-55% full. In addition, parking demand declines significantly during the evening, when the tavern Site is expected to be at its busiest.

4 Conclusion

Stantec, has completed an evaluation of the parking requirements and expected trip generation from the proposed tavern development, to be located at No. 74 Old Perth Road, Bassendean.

Applying the Town's parking rates for a restaurant development, at 1 parking space per 4 persons, and assuming that the venue is operating at its full 300-person capacity, the development could be expected to require 75 parking bays.

To assess the availability of parking supply within the walkable catchment, Stantec undertook two surveys which indicated that there is ample on-street parking to accommodate the projected demand, with at least 62 vacant on-street bays located within the surveyed area.

The existing parking demand for the surrounding precinct declines substantially in the afternoon and evening, with a total of 102 on-street unoccupied and available at 7:00pm (when the Site is likely to be approaching its peak demand period).

The proposed development is therefore not expected to result in an undue impact on the availability of parking for other current or future land uses. As such, issues related to parking should not constitute an impediment to development approval.

Schedule of Submissions

Tavern and Use Not Listed (Microbrewery) – 73 Old Perth Road, Bassendean

1	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
1.1	Until dwelling density increases, the Town needs people! People to shop, dine and enjoy everything Bassendean has to offer. I believe this proposed venture will attract more people from surrounding suburbs, similar to the way the renovated Bassendean Hotel has. However, because Australian Venues Co. (who operate the Bassendean Hotel) have ignored craft beer fans, Co-Lab Brewery's offering is a point of difference that won't cannibalise The Bassendean Hotel's clientele. I fully support this proposal and application.
2	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
2.1	No reason given.
3	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
3.1	The more businesses that bring people to the town centre the better. Not sure how practical the food share arrangement will be but it's worth trying.
4	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
4.1	Fantastic initiative. Please guide them through the process so they can begin operating asap and help revive our town centre.
5	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
5.1	The more businesses that bring people to the town centre the better. Not sure how practical the food share arrangement will be but it's worth trying.
6	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
6.1	Fantastic for our community
7	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
7.1	Look forward to opening day
8	Affected Property: N/A

Do you support the proposal: Yes	
Summary of Submission	
8.1	I fully support and endorse this venue.
8.2	Regarding the shortfall in parking. There is a train station 5 minutes walk away so people can take public transport, it also has a large carpark associated to it. People could park there and walk down old Perth road (bringing much needed footfall to the local businesses). We need more businesses on old Perth road not more parking facilities (which is what you will get of they provide the required amount specified by council) also people should not be driving to a pub (drink driving) so public transport should be encouraged.
8.3	Think venue and thinking outside the box by supporting other local businesses provide meals is an excellent initiative and the council should fully endorse this proposal and allow it to go ahead with reduced parking allowance.

9	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
9.1	Sounds great! Love the idea re serving food from existing local establishments; this has been very effective in other establishments like The Stanley/Flipside Burgers in West Leederville

10	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
10.1	Overall I support the change of use into a microbrewery. Noted.
10.2	I don't believe parking to be that big of an issue as the time this will be at its busiest most other businesses are closed so using the street parking would be fine. ive also been to plenty of other innercity breweries. (Blasta, Seasonal, Nowhereman) and these have very minimal parking on site.
10.3	I do believe the development should be of a more permanent nature however and not using transportable toilets it feels too cheap.

11	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
11.1	This is a great idea and opportunity for a breath of life into bassendean 😊. How exciting!

12	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
12.1	I think this is a fabulous idea.
12.2	I also love the fact they aren't serving their own food and are supporting existing local businesses in this regard.
12.3	I think this business will add something completely new to the are, and the building is currently a bit of an eye sore, so it's a win-win for Bassendean.

13	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	

13.1	I live in Bassendean not far from the proposed site and I am fully in support. Old Perth Road is building towards being an active town centre, and proposals like this will activate the street and bring life to the community.
13.2	Redevelopment of that particular site is also extremely positive - it is a hideous eyesore like so many of the properties sitting vacant and neglected along Old Perth Road

14	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
14.1	Will be fantastic for the development of the perth road precinct
15	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
15.1	Would be excellent for the area

16	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
16.1	No reason given.

17	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
17.1	The micro brewery will add to the towns flourishing development, bringing more life into the drab Old Perth road and with the Cork and Bottle once it has been refurbished and the Bassendean Pub we can up lift the area and get nicer shops etc. I have a young family and live close by and couldn't be more Happier about this proposal

18	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
18.1	What a wonderful idea to use other local and eating establishments in the area. Anything that brings additional quality business to Basso is a great idea!

19	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
19.1	Fantastic idea which is also supporting local eateries!!

20	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
20.1	No reason given.

21	Affected Property: N/A
Do you support the proposal: Yes	

Summary of Submission	
21.1	Great location to assist activate the area after the usual 2pm local business shutdown fully support it and the food truck concept
22	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
22.1	It sounds like a fantastic idea, we welcome making Old Perth Road more vibrant. We love being able to walk to venues in our suburb.
22.2	The issue of parking does seem problematic for surrounding businesses and residents.
23	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
23.1	Will bring business to our other businesses already established and life to OPR.
24	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
24.1	Concerned about lack of parking and bike spaces, think everyone will just park at the shopping centre. Already limited parking
25	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
25.1	Big supporter of local independent business. I can see how popular other craft breweries are currently and how much life it has brought to maylands. To have this on our doorstep would be an asset and bring back a lot of foot traffic and atmosphere to bassendean and old perth road. To have an independent brewery and not a series of chain restaurants will give Bassendean character and will be something that would individuals from other areas of Perth want to visit basso for.
26	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
26.1	Will bring business to our other businesses already established and life to OPR.
27	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
27.1	Not sure about the expectation that no one will drive to the site and that if they did other businesses/homes would not be affected.
27.2	Shows the school and church parking on James street as available parking? This would not always be the case. Otherwise supportive.
28	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	

28.1	Think it's a brilliant idea helping out locals and there businesses
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29	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
29.1	Would love to see more businesses enter the town of bassendean and support other local businesses. Moving towards a more active thriving community.

30	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
30.1	Fantastic idea and this is what Bassendean needs, it will attract more people to the area and great for locals. Bassendean is a community and what better way to bring the community together.

31	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
31.1	No reason given.

32	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
32.1	Very supportive. Great idea around no kitchen and supporting food trucks.
32.2	Dont listen to the haters around parking, PT is good and there's plenty of local street parking. who wants to drive when most of Basso can walk there.
32.3	Noise, well there's that!

33	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
33.1	Quite simply I think it's a fantastic plan, will contribute to the progress of our beautiful suburb

34	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
34.1	No reason given.

35	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
35.1	No reason given.

36	Affected Property: N/A
Do you support the proposal: Yes	

Summary of Submission	
36.1	Great use of the space next to a similar restaurant next door and great idea to get food in from other restaurants.
37	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
37.1	No reason given.
38	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
38.1	No reason given.
39	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
39.1	100% support this proposal and would like council to promote other business opportunities throughout Bassendean.
40	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
40.1	A brilliant proposal and would bring value and good vibe to the area. I support this proposal.
41	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
41.1	Great idea and support this proposal
42	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
42.1	No reason given.
43	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
43.1	Excellent idea, love that they will support other local businesses!
44	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
44.1	Excellent idea, love that they will support other local businesses!

45	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
45.1	I think this is a sensational idea and will help in bringing life back to Bassendean
46	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
46.1	This would be a fantastic opportunity for our community
47	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
46.1	No reason given.
48	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
48.1	I think this will be a great addition to Old Perth Road and bring some much needed life to this section of our town centre.
49	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
49.1	No reason given.
50	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
50.1	About time. A most welcome development.
51	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
51.1	If its well done, controlled and affordable, it may liven up OPRd.
52	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
52.1	Absolutely 100%We need more of this to liven up our sleepy town
53	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
53.1	No reason given.

54	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
54.1 No reason given.	

55	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
55.1 Let's do this	

56	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
56.1 Need to have clear plans for traffic to avoid residential streets nearby being flooded with cars however if thats solved then its a great idea.	

57	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
57.1 No reason given.	

58	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
58.1 No reason given.	

59	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
59.1 No reason given.	

60	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
60.1 No reason given.	

61	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
61.1 Sounds good	

62	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
62.1 I live on Whitfield and parking is already a problem. Where will parking be for this place?	

63	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
63.1	Would increase the value of Bassendean! Bringing more people to our town and servicing the community – win win.
64	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
64.1	No reason given.
65	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
65.1	I fully support this. This will help to create a vibrant town centre and attract the foot traffic which will ultimately bring more people into the town centre which will be good for all businesses.
66	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
66.1	No reason given.
67	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
67.1	Looking forward to it! Try and see if can meet demands from using other local businesses kitchens but enlisting a food truck for peak times on a Saturday/Sunday afternoon/evening may be required.
68	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
68.1	Great idea to increase the social aspect and community vibe.
69	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
69.1	Any development which activates the town centre and brings people in is a benefit. Old Perth Road is under-utilised and crying out for more development, especially towards the western end where all the ugly rundown shops are. There is such a missed opportunity in Bassendean at the moment – we need to be aiming for a Maylands or mini Beaufort St vibe.
69.2	While I'm providing comment, as it is related id also like to ask that the Council seriously consider reopening the right turn from Guildford Road to OPR. This would bring in so much more business to that end of town and help revitalise the area. As it stands, the only visible entry to the town is at the shopping centre end. This is where most people end up as a result. Trying to encourage good businesses to open up at the other end is always going to be an uphill battle when the right turn is restricted and no one knows youre there.
70	Affected Property: N/A

Do you support the proposal: Yes	
Summary of Submission	
70.1	No reason given.

71	Affected Property: N/A
Do you support the proposal: N/A – Comment	
Summary of Submission	
71.1	I want to see the solution for the parking problem first. I am not opposed to the idea but seriously where are people going to be parking. The streets are already busy enough with cars parking.

72	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
72.1	No reason given.

73	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
73.1	It's a great plan to get more life to the Town.

74	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
74.1	Continue to make out town a thriving, fruitful place to live

75	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
75.1	No reason given.

76	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
76.1	Will liven the street and provide another amenity to a location currently not used

77	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
77.1	No reason given.

78	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
78.1	No reason given.

79	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
79.1	No reason given.

80	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
80.1	No reason given.

81	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
81.1	This will bring more people to Old Perth Rd. Seems like a great idea.

82	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
82.1	No reason given.

83	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
83.1	No reason given.

84	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
84.1	Yes! Love the idea of supporting local fooderies.

85	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
85.1	No reason given.

86	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
86.1	No reason given.

87	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	

87.1	No reason given.
88	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
88.1	This is the sort of thing that will activate the town centre, now if we could get a few more cafes that would be awesome.
89	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
89.1	No reason given.
90	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
90.1	No reason given.
91	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
91.1	No reason given.
92	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
92.1	Great idea
93	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
93.1	It would be an excellent addition to breathe life back into OPR.
94	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
94.1	Now to push to get other old and delapidated buildings in the street to be made to be renovated to a safe level
95	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
95.1	Good for OPR activation!
96	Affected Property: N/A

Do you support the proposal: Yes	
Summary of Submission	
96.1	No reason given.

97	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
97.1	No reason given.

98	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
98.1	Great addition to Old Perth Rd

99	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
99.1	very thirsty

100	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
100.1	Very exciting development will be great for the town centre!

101	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
101.1	No reason given.

102	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
102.1	Yes, more street life and social venues for Old Perth Road is a must! Beer options need to be increased as the Bassendean Hotel only has a standard beer.

103	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
103.1	No reason given.

104	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
104.1	No reason given.

105	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
105.1	No reason given.

106	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
106.1 I support this proposal. Although there is a shortfall of parking, the proximity to the train station goes a long way towards mitigating this issue. For example, Seasonal Brewing in Maylands has a similar parking situation where the available bays are shared between many hospitality venues. I think this new Brewpub will be a great addition to you local area.	

107	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
107.1	Here hoping they will be brewing some nice dark beers & stout.

108	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
108.1	No reason given.

109	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
109.1	No reason given.

110	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
110.1	No reason given.

111	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
111.1	Great incentive for the town to attract people into the main as it's still quite dead to night unfortunately.
111.2	Any news on updating Ashfield precinct yet?? I've been here for 15 years and it's been promised but never eventuated!!

112	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
112.1	No reason given.

113	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
113.1	No reason given.

114	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
114.1	I think this is an excellent proposal and looks sufficiently resourced. I feel it would add significant value to the Old Perth Road hub as well as enhancing community spirit.

115	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
115.1	LOVE it

116	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
116.1	No reason given.

117	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
117.1	No reason given.

118	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
118.1	Bring some vibrancy to the neighbourhood!

119	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
119.1	No reason given.

120	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
120.1	Great for the community

121	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	

121.1	Think this is fantastic idea which will help bring more people and vibrancy in the street. During the daytime cafe's and shops in Bassendean bring out the people to the main street however by about 2pm (especially on the weekend) the main street becomes very quiet. A microbrewery will help keep people on the street in the afternoons.
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122	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
122.1	No reason given.

123	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
123.1	Sounds like a very exciting opportunity for Old Perth Road!

124	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
124.1	Fantastic!! We need all the life we can get in Old Perth Rd. Fits perfectly into the Masterplan & will encourage walking further along Old Perth Rd than just to the current pub. Will hopefully attract more businesses too.

125	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
125.1	No reason given.

126	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
126.1	No reason given.

127	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
127.1	No reason given.

128	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
128.1	No reason given.

129	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	

129.1	I wholeheartedly support this proposal. More hospitality businesses like this along Old Perth Road can only be a good thing for the strip and the suburb as a whole.
129.2	Great to hear they also plan to actively support surrounding food businesses.

130	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
130.1	No reason given.

131	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
131.1	Good to bring more life back to Old Perth Rd

132	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
132.1	No reason given.

133	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
133.1	No reason given.

134	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
134.1	No reason given.

135	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
135.1	I think this will be awesome for our suburb and also like the idea of supporting local food trucks and out sourcing the food as this helps out other local businesses as well. Fully support this.

136	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
136.1	This will be fantastic for our community, and an absolutely excellent idea to not sell food on the premises – allowing other restaurants to benefit from hungry patrons.

137	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
137.1	No reason given.

138	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
138.1	Would be a great addition to Bassendean...Hope they have live music to support local musicians

139	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
139.1	Great idea

140	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
140.1	Must have

141	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
141.1	No reason given.

142	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
142.1	No reason given.

143	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
143.1	This is wonderful for the town of Bassendean. We absolutely support this.

144	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
144.1	My only concern is the issues with no food being made on-site and the use of existing restaurants nearby. I am very familiar with the food in this area and I'm worried there will be plenty of quiet times where my food choices will be very slim and food would be traveling a long distance, I'm not talking in the busy periods but thinking about the quiet lunch periods.

145	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
145.1	No reason given.

146	Affected Property: N/A
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Do you support the proposal: Yes	
Summary of Submission	
146.1	Great idea. I think the rotating food vans is a brilliant concept.

147	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
147.1	No reason given.

148	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
148.1	No reason given.

149	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
149.1	Think this is exactly what Bassendean needs to revitalise the planned location

150	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
150.1	Old Perth road needs more social venues and the idea of utilising local restaurants for food means it provide a boost for the surrounds.

151	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
151.1	Great for the area and other local businesses

152	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
152.1	No reason given.

153	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
153.1	No reason given.

154	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
154.1	No reason given.

155	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
155.1	I believe this development will be a fantastic addition to Old Perth Road and will make good use of the current vacant and under-utilised lot.

156	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
156.1	I think this will be a complimentary business to old Perth Road. I love craft beer too!

157	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
157.1	I think it's very close to the primary school and we already have lots of drinking establishments in the area.

158	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
158.1	Exactly what Bassendean needs to encourage more businesses!

159	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
159.1	I think this is a wonderful idea for Bassendean. We need more local places to go with our families and friends, to showcase how beautiful our area is. I think this will help rejuvenate the area as Old Perth Rd has so much potential but is lacking in appropriate businesses. I absolutely love this idea and if we can get more restaurants and cafes involved and into the area too, even better! So yes please!

160	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
160.1	No reason given.

161	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
161.1	No reason given.

162	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
162.1	No reason given.

163	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
163.1	Excellent idea for the community!

164	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
164.1	This would be fantastic for the community! Providing draw for others to come to our fantastic suburb! Also increasing the buzz for others to move to our area!

165	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
165.1	Supported but with caveat about Town ensuring traffic can still flow given limited parking bays. The double parking on both sides of the street along the side of the shopping centre is already a dangerous minefield - particularly when delivery trucks block what little roadway is left. This proposal should also include adequate off street parking for deliveries.

166	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
166.1	Great idea. The more life we breath into old Perth road the better

167	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
167.1	Another option for a quiet drink is welcome.

168	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
168.1	No reason given.

169	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
169.1	No reason given.

170	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
170.1	Do it!!! It will be amazing!

171	Affected Property: N/A
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Do you support the proposal: Yes	
Summary of Submission	
171.1	No reason given.

172	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
172.1	Amazing to see Bassendean growing and becoming such a hub. I'm all for this and more!

173	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
173.1	No reason given.

174	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
174.1	No reason given.

175	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
175.1	Absolutely what the town needs. Commercial space that is used by businesses that are contemporary, relevant and will be used.

176	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
176.1	I think if done to a good quality, this will continue to boost the Bassendean highstreet bringing in local and further afield visitors and supporting our local community. The use of existing restaurants rather than an additional kitchen is a great idea!

177	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
177.1	No reason given.

178	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
178.1	Great idea. This will attract visitors and support locals.

179	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	

179.1	No reason given.
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180	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
180.1	No reason given.

181	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
181.1	Fantastic!

182	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
182.1	No reason given.

183	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
183.1	My only concern is the lack of parking bays. The Old Perth Rd street parking is limited in this area. People will likely be forced to park on side streets which will impact local residents.

184	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
184.1	Love the support for local small businesses

185	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
185.1	No reason given

186	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
186.1	Great idea! That area needs more down there.

187	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
187.1	No reason given.

188	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	

188.1	No reason given.
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189	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
189.1	No reason given.
190	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
190.1	No reason given.

191	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
191.1	The development will bring much needed social presence to the centre of town and would be located in an appropriate area. The plan for other businesses to cater supplemented by food trucks will add to the viability of existing and future food businesses instead of putting them out of business and killing the area.

192	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
192.1	Development on Old Perth Road should be encouraged, especially bringing in small businesses to invigorate the area.

193	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
193.1	No reason given.

194	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
194.1	Excited to have more options close by!!

195	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
195.1	Fantastic opportunity for the development of the town centre

196	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
196.1	No reason given.

197	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
197.1	Something needs to go there because the current site is an eyesore that makes Bassendean look like an old abandoned town.

198	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
198.1	No reason given.

199	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
199.1	No reason given.

200	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
200.1	No reason given.

201	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
201.1	No reason given.

202	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
202.1	No reason given.

203	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
203.1	No reason given.

204	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
204.1	No reason given.

205	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	

205.1	The town needs more innovative developments and placemaking and urban infill.
205.2	The Town have typically listened to NIMBY's and highlighted the views of the minority in a wreckless and unsustainable manner.
205.3	I hope that the town approve the application and proceed to DA.
205.4	The development should be 100% renewable energy and aim to recycle as much waste water on site as possible.

206	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
206.1	No reason given.

207	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
207.1	It will drag in an awful unwanted element, additional crime and violence directly accountable to alcohol consumption, there's already a great refurbished pub on the street, restaurants selling food and alcohol and food trucks weekly will also take away from those food shops

208	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
208.1	With the closure of Cork & Bottle I am very pleased there will be an additional option available in Bassendean.
209	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
209.1	No reason given.

210	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
210.1	No reason given.

211	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
211.1	No reason given.

212	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
212.1	No reason given.

213	Affected Property: N/A
Do you support the proposal: Yes	

Summary of Submission	
213.1	The parking issue will need to be addressed, but I am looking forward to more businesses to liven up our town centre.
214	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
214.1	Great idea to bring some life back into the area. All businesses in the area benefit from this.
215	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
215.1	No reason given.
216	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
216.1	This would be a fantastic opportunity to liven up this part of Old Perth Road
217	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
217.1	I think it will bring life back to the area.
218	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
218.1	N/A
219	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
219.1	N/A
220	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
220.1	N/A
221	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
221.1	N/A

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222	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
222.1	N/A

223	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
223.1	Awesome for Bassendean

224	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
224.1 Too many seats, too little parking and the food trucks will compete with existing businesses.	
224.2 I would also have concerns for noise and smells for the nearby residents, despite the environmental report provided. I would full support an establishment with 2/3 of the capacity with more parking and utilising food from other local cafes and restaurants though.	

225	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
225.1	Very excited for this addition to Bassendean

226	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
226.1	Would be great for the locals. I like the idea of supporting local businesses each week with different foods

227	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
227.1 This is a great business to have in BASSENDEAN. We need to have draw cards to invite people into our town. We need to liven up our town strip. This will increase the value of properties and the appeal of our already wonderful town. The only thing lacking in BASSENDEAN is the old Perth road strip. We need to liven up our town.	

228	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
228.1	Great idea will be better if they make their own food.

229	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
229.1	N/A

230	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
230.1	N/A

231	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
231.1	Yes I support the microbrewery- this would be a fantastic for the locals, attracting visitors to the town and for local food outlets.
231.2	The parking seems to be an issue and it appears that as the town develops a multilevel car park will need to be built somewhere, so would like to know what the longer term plan.

232	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
232.1	N/A

233	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
233.1	Bassendean has lots of young families and has potential for more vibrancy, this would be a fantastic addition to the area! My only suggestion would be some kind of small kids area/playground at the venue to encourage a more family friendly crowd especially during the daytime trading hours on weekends. Really hope this is supported

234	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
234.1	N/A

235	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
235.1	N/A

236	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
236.1	N/A


237	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
237.1	N/A

238	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
238.1	Absolutely.

239	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
239.1	Supported if below is dealt with issue is noise level from Patrons to rear neighbours
239.2	Parking, as outside Council guild line's and is purely street parking, will council mark "Residential Parking only in front of their houses or 1hr limit
239.3	7 Staff bays ? how many staff will it be employing ?
239.4	Will there be an odour from the micro- brewery's process.
Overall great to see new businesses coming to area. thank you	

240	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
240.1	Happy to see more of these types of businesses which will help to make Old Perth Road a destination location and attract more people to the area.

241	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
241.1	N/A

242	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
242.1	Will be a great addition to old perth road and the town of bassendean. I also love beer. 

243	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
243.1	N/A

244	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	

244.1	Fantastic idea
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245	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
245.1	Supportive of this. 3.5.8 - Waste Management I would be interested to know what the food delivery model looks like. Presuming partners will the likes of 8napkins/old lira/four mates etc. will everything presumably be delivered in takeaway containers? If so, is there the potential for high volume of wastes (albeit surely they could target fogo appropriate containers etc). Is there an opportunity to model any other leasing practices - to avoid waste generation? This isn't apparent in the document/s albeit noted the likely condition to develop a waste management plan.
245.2	As a note, the bin storage area size (and inclusion of a "children's play area" within the brewery) is inconsistent in dimensions throughout.
245.3	I'd also be curious as to the delivery model for food. Dependent upon whom locally they partner with - are we to anticipate increased use of e-scooters / bikes on pedestrian footpaths though the town?

246	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
246.1	great addition for the Town

247	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
247.1	I love the idea of bringing vibrancy into the old perth road and offering more features for people to visit or live in the town

248	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
248.1	Sounds good

249	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
249.1	Great idea

250	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
250.1	I think a micro brewery is a great idea but not to food trucks I like the idea of delivering from current restaurants

251	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	

251.1	I do have a few concerns: 1. There should not be any food trucks as there are enough food outlets in the area. 2. How will the noise from the brewery/traffic affect the adjacent houses. I hope they are allowed to have an overall say in the plans/outcome as it will affect them the most
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252	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
252.1	N/A

253	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
253.1	N/A

254	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
254.1	Great use of the space!

255	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
255.1	N/A

256	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
256.1	N/A

257	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
257.1	Good to see business trying something new.

258	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
258.1	Great ide and diversity for the neighbourhood that will provide for local residents whilst bringing external visitors to the townsite and activating the local ancillary businesses

259	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
259.1	N/A

260	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
260.1	This would be amazing to bring life back to Old Perth Road. The street is currently a graveyard and it would be great to see the bissell around Bassendean spread down the road.

261	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
261.1	Perth and suburbs need more facilities like this. In Perth we have very little then when one new place opens up it's crazy there as there is no where else to go.

262	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
262.1	Give it a gogreat to see they want to support local restaurants

263	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
263.1	I live in the apartments at 85 old perth road, i am concerned that it will hold 335 people and have 7 allocated parking spots,
263.2	also concerned about the noise that would come from this venue not to mention the smell from the brewing, i am therefore opposing this being approved, I would like to see the little wine bar re-open though, regards Susanne Broad

264	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
264.1	I am a resident and ratepayer. This will be a great addition to Old Perth Road.

265	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
265.1	What a great idea! Supporting local restaurants and providing local beer

266	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
266.1	Hello, I have just come across your news story on your website for the following, while looking for something else.

How are members of the public meant to know about this? I see it was posted last week and the survey closed today. I am completely for this development but I didn't get to have my say as I was unaware of this. Can you please consider an opt-in email for these types of things?

267	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
<p>Submission :</p> <p>I am a local resident and know this site -(corner Hamilton St , and Old Perth Road , Bassendean) – there is a substantial brick warehouse type building in good condition which was previously used as a Hardware Shop / printing Business . There appears to be a vacant car parking area at the rear of the building .</p> <p>I support the Development Proposal of “ Micro Brewery “ , with patrons utilizing local nearby restaurants – (8 Napkins , Pizza Restaurant , Japanese , etc) . The proposal is to have Food On Wheels Trucks parked close to the Micro Brewery and this plan is innovative and I’m sure would be an interesting attraction for this location .</p> <p>Most Micro Breweries make non- alcoholic beer as well as their own special alcoholic craft beer. There is a very popular Micro Brewery currently operating in Guildford Road , Maylands – “ Seasonal Brewery “ . They have a kitchen on -site and serve many different types of food .</p> <p>73 Old Perth Road , is an excellent location for the proposed business .,- it’s fairly quiet – not a main road and ideal for “Alfresco Garden Dining “ .</p>	

268	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
268.1	N/A

269	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
269.1	I like beer and this would be great to have down the road from where I live.

270	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
270.1	N/A

271	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
271.1	N/A

272	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
272.1	Make this happen! Can't wait!

273	Affected Property: N/A
Do you support the proposal: No	

Summary of Submission	
273.1	Hello, I looked at the proposal and they haven't included customer parking, there is limited street parking. Until they can include customer parking bags they shouldn't be allowed to open. Also, St. Michaels Primary School is close by and I just don't think a brewery should be allowed so close to a school. Thanks
274	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
274.1	I support the proposed Tavern and Use Not List Microbrewery at 73 Old Perth Road, Bassendean.
274.2	I like the idea of supporting the local food businesses in the area with the ability to bring local vendors food into the tavern. However, would the tavern provided utensils and paper napkins for diners?.
274.3	What is woefully inadequate is the parking options. Although it could be argued this will encourage patrons not to drink and drive and encourage the use of public transport, the impact on local businesses, residents and the local park could have a negative impact. Patrons could park at the Bassendean shopping centre however the centre carpark is strewn with litter on a normal day. Provision would have to be made by the tavern. brewery to address this.
275	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
275.1	Think this will be a great addition to the suburb!
276	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
276.1	Bring it on
277	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
277.1	Fantastic precinct, let's activate out town centre again!
278	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
278.1	This would be amazing for Old Perth Rd! Full support from us!
279	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
279.1	N/A
280	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
280.1	Yes! Liven up old Perth road!

281	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
281.1	N/A

282	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
282.1	N/A

283	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
283.1	N/A

284	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
284.1	N/A

285	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
285.1	Whats not to like about having a brewery on your doorstep! It will help to draw customers to this section of old perth road, which has many food opportunities. It will also create foot traffic between the train station and the lower part of old perth road.

286	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
286.1	N/A

287	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
287.1	N/A

288	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
288.1	This type of establishment will bring more people to the Old Perth Road precinct and should provide support for other local businesses.

289	Affected Property: N/A
Do you support the proposal: Yes	

Summary of Submission	
289.1	I cannot support this more, this is exactly what TOB needs to start bringing in more people. Hopefully a few more food places will open which can then be supported by this as they can sell their food.
289.2	I also love that they are incorporating the 2 mature trees in their plans.
289.3	I don't think parking is a big issue. I think a lot of people are really stuck in an older mentality of driving and parking everywhere and I think we need to move away from this, exception being those with disabilities of course.
289.4	Please ensure this goes ahead, it's what TOB needs, more spaces to appeal to a wider range of ages and hopefully bring in people from other surrounding suburbs.

290	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
290.1	This is a great idea and I hope nothing gets in its way for approval.

291	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
291.1	Sounds like a great idea, and I love the delivery of food from local restaurants.

292	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
292.1	N/A

293	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
293.1	N/A

294	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
294.1	N/A

295	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
295.1	N/A

296	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
296.1	The parking in the area is already at a premium with the current businesses during their peak time. The proposal is utilising current retail shop parking which was part of their proposals when established. Using the existing parking will put pressure on the small businesses who are trying to maintain their customer base already.

297	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
297.1	N/A

298	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
298.1	Good idea next to cork and bottle and more life in the street

299	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
299.1	N/A

300	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
300.1	Great to see more development along old perth road. Keep it coming!

301	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
301.1	I think it could be a good addition to the town and help to utilise a very run down old building and could potentially help local businesses providing meals.

302	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
302.1	N/A

303	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
303.1	This is a fantastic idea and makes good use of a disused building right in the centre of town.
303.2	In addition it will create a number of new jobs for local people so I fully support this proposal.

304	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
304.1	Many regional towns have reaped the benefits of brewpubs, revitalising their town centres and drawing people to local business districts. With fair mitigations for noise, waste and security concerns this should be a welcome addition to the Town centre.

305	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
305.1	N/A

306	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
306.1	N/A

307	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
307.1	Well overdue on this site

308	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
308.1	N/A

309	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
309.1	N/A

310	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
310.1	Great innovative idea. Yes parking will need to be addressed but good forward thinking concept.
310.2	Full marks for using local establishments for food.

311	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
311.1	A great addition to a forward thinking and thriving town!

312	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
312.1	N/A

313	Affected Property: N/A
Do you support the proposal: Yes	

Summary of Submission	
313.1	Great idea. Any comments about parking are unjustified when it's close to 3 train stations

314	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
314.1	Great idea, will bring more vibrancy to the town centre, I like the food trucks idea, would like to see the fine print off how food can be ordered from local restaurants and cafes and get delivered to the brewery, its a YES from me.

315	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
315.1	N/A

316	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
316.1	N/A

317	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
317.1	More development please - more local jobs , prettier street scape, includes other restaurants to provide catering (just Great) , that corner has been an eyesore forever.
317.2	When will the Aegis development across the road commence? Let's bring people to Bassendean. Good job.

318	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
318.1	Fantastic news! Good to have more competition in the area and a few places to wonder to on a Sunday benefiting all business in between and around to town.

319	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
319.1	N/A

320	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
320.1	Great idea, an injection of new and vibrant businesses to the area is desperately needed, keep up the momentum

321	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
321.1	N/A
322	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
322.1	N/A
323	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
323.1	Sounds like an interesting concept that as an aside will support other local food businesses. Clever thinking and an interesting project to upgrade a sad site that really needs to be redeveloped.
324	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
324.1	Vibrancy to town and spring local restaurateurs. Win win
325	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
325.1	N/A
326	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
326.1	Town needs diversity and competition to revitalise the area
327	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
327.1	Fully supported. I don't know why this hasn't happened sooner!
328	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
328.1	I think the more venues on that section of road the better and the fact that they are not doing food means theyre not taking business away from any other place. I think a brewery would be a big draw for bassendean. Look at 8th avenue in maylands. Since the opening of seasonal brewing and lyric lane a few years back that place is always busy. Bassendean should be the next place along.
329	Affected Property: N/A

Do you support the proposal: Yes	
Summary of Submission	
329.1	I support all such initiatives to improve the Town. Any issues they might present can usually be overcome.

330	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
330.1	Absolutely go Bassendean, things like this put us on the map!

331	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
331.1	N/A

332	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
332.1	N/A

333	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
333.1	Love the idea!

334	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
334.1	I think this would be a wonderful addition to our community!

335	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
335.1	N/A

336	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
336.1	N/A

337	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
337.1	Highly supportive of the proposal and it's good to see a proposed development that is actually in line with activating the town centre.

338	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
338.1	SUPPORT FULLY! BRING LIFE TO BASSENDEAN

339	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
I have two main reasons why I am not supporting a Micro Brewery at this location.	
339.1	<p>Foot traffic on Hamilton St Since the reopening of the bassendean hotel I have seen a lot more foot traffic along Hamilton st. Mostly people are well behaved, but some people are really drunk and carry on in an anti social way, this wasn't a thing before the reopening of the Pub but it is now. It will get alot worse with a micro brewery with 300+ capacity, as people will be parking further down the street.</p>
339.2	<p>Parking The parking on hamilton street on friday and sat nights is already and issue for traffic, the streets are only just wide enough for a row of parked cars and two way traffic. Most people arnt good enough drivers to attmpt passing two way with ongoing traffic when cars are parked near the park in the bays. Quite often cars Que on hamilton st heading north behind the parked cars blocking the road for people turning north from palmeston st, or cars enter from palmeston st and come to a mexican standoff with cars going south. A few time I have had to go up the the footpath traveling south, as some not so confident driver was stuck in the middle of the road with traffic up there bckside and not with the ability to drive close enough to the parked cars to allow for two way traffic. I think that parking would be a disaster esspecially in Hamilton St. The parking and road situation is already at capacity with the tavern and pizza shop in the area.</p>
339.3	<p>Noise would be a problems for older houses without more modern sound insulation without a substantial brick sound wall, the venue is set to stay open till 12 pm but the traffic would flow until 12.30.</p> <p>I quite like micro breweries, but I feel that the area is already at near capacity with a tavern, pub and existing eateries.</p>

340	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
340.1	We need more innovative spaces and choices for socialising in Bassendean. This reminds me of Maylands and how their brewery brings people into the suburb from far and wide, as well as provides locals with a funky place to go.

341	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
341.1	N/A

342	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	

342.1	<p>The notion of a brewery and tavern here is positive. I do like the idea and I think there are a lot of positive elements.</p> <p>However I do not support the current proposal on the following grounds:</p> <p>1) Scale and intensity</p> <ul style="list-style-type: none"> - it is considered the number of patrons creates issues with both noise and parking - notwithstanding the justification provided by consultants. It is requested that the Town interrogate the assumptions and recommendations in the reports submitted to ensure the best outcome for the Town and local community. - The Herring Storer noise report includes conditions around not trading in the early mornings "if breakfast trade was to be pursued". The premises does not even have a kitchen and relies on food trucks / deliveries. This aspect is misleading.
342.2	<p>Parking</p> <ul style="list-style-type: none"> - The Stantec report provides some justification however utilises other private parking areas in its justification. Other commercial landowners and occupiers may rely on the availability of parking and may also have plans to evolve commercially in the town. If this is assumed there should be agreements in place with those other landowners. - If the Town agrees to dispensation for parking, there should be significant contributions from this proponent ('payment in lieu') that can be used on improving parking functionality, management, pedestrian and cycling amenity in the immediate locality. There has been no mention in the application to this potential outcome. - Refer to Town Centre Objectives in the Scheme - to promote sharing of infrastructure and opportunity for future expansion.
342.3	<p>The alfresco:</p> <ul style="list-style-type: none"> - The alfresco dining is considered excessive and creates quite a crowded space on the road reserve. I agree there should be some alfresco dining however approx 50% of the current proposal. Like the small bar nearby the two footpaths should be maintained and be 2m wide. - proposes the removal of a street tree. This is not an acceptable outcome. - Refer to Town Centre objectives in the Scheme "Promote ease of pedestrian movement"

343	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
343.1	We need more innovation like this to provide life to a still somewhat lifeless Old Perth Road strip. Investment like this in our suburbs needs full support and encouragement.

344	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
344.1	335 people venue seems too many people and the statement about 320 vehicle bay shortfall is very concerning. What are the shire's proposed solutions for this when there aren't any vehicle bays in Old Perth road that are not currently being used for current businesses? Traffic will be a problem

345	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	

In reviewing the DA and associated sub consultant reports, on behalf of Hawaiian Investments Pty Ltd, we have significant concerns with the development proposal and strongly object to the proposed DA for the following reasons:

1. The substantial shortfall in car parking bays is a significant issue. One land use and operation should not consume the majority of on-street public car parking bays for private use and should not be reliant on parking constructed and paid for by a neighbouring land owner, especially with peak hour overlaps.
2. The parking study has identified 'private land' namely Hawaiian's Bassendean as offering surplus car parking bays to aid in justifying the shortfall. Figure 2-2 identified 100 bays as being available at Hawaiian's Bassendean. There is no agreement in-place for reciprocal car parking to occur on Hawaiian's Bassendean, nor does Hawaiian agree for their land to be used for car parking for a business not associated with their shopping centre.
3. The appropriateness of this venue in this location is considered questionable. There are many sensitive land uses which directly interface with this site both current and proposed. Whilst it is understood there is a desire for the Town Centre to have more vitality, the format of the venue with no guarantee that food will always be available combined with the substantial patron numbers, is considered excessive for this site and will generate negative amenity impacts.

Planning Framework Land Use Permissibility

The proposed 'Tavern' and 'unlisted-use (Microbrewery)' are both discretionary land uses and must be considered against the objectives of the Town Centre zone and have regard to matters set out in clause 67 of the deemed provisions. An assessment of these considerations has been summarised below:

b) Orderly and Proper Planning

In order for a development proposal to be considered orderly and proper, the development must be able to provide to a reasonable extent its own infrastructure to support the operation consistent with the requirements of the planning framework prescribed by the relevant local authority. The development has given little to no regard to the local planning scheme car parking requirements and is seeking an excessive variation (320 bay shortfall) to the car parking standards listed within the Town's Local Planning Scheme No.10 (LPS10). The justification provided by the proponent is wholly reliant on public infrastructure as well as adjacent landholdings car parking areas to support the operation. It is noted, there is no mention of a legal agreement in place to enable reciprocal car parking usage of surrounding landholdings. It is not considered orderly and proper planning for one land use to consume a significant portion of on-street car parking bays within the locality at the expense of all other existing and future uses. On-street car parking should not be entirely relied upon to service a land use. As the Town is aware the Bassendean Town Centre has significant development potential, particularly with the recently adopted Town Centre Masterplan, upcoming new planning scheme and eventual Precinct Structure Plan for the own Centre. Whilst the supporting reports discuss the current vacancy of onstreet bays, consideration must be given to the fact that the on-street bays will serve an important future purpose for the Bassendean Town Centre as density and redevelopment occurs. In this respect, developments within the Town Centre need to provide a reasonable degree of parking bays on-site to ensure on-street parking is available for multiple land uses within the Town Centre. On-street car parking should not be dominated by those businesses/developments which choose to not provide any car parking bays on-site. This will ensure the continued future convenience and accessibility to the Bassendean Town Centre for all businesses and the wider community.

(m) Compatibility of the development with its setting Whilst it is understood there is a clear desire for the Town Centre to provide active and engaging land uses, it is not considered that this format of venue is appropriate given its location and surrounding residential and aged care interfaces. It is questioned whether this land use provides an appropriate interface and transition to residential properties located to the south and west of the subject proposal. Whilst the surrounding landholdings are zoned 'Town Centre' the Town Centre Masterplan for Bassendean advocates for townhouses and maisonettes to the immediately abutting landholdings. This type of venue directly abutting a lower density format of housing is not considered a preferred transition and has the potential to impact the appeal of future development of these landholdings, as advocated for under the Masterplan.

(n) Amenity of the Locality

There is the potential for significant undue amenity impacts which are created by this proposal. These amenity considerations relate to both noise and anti-social impacts. It is understood that an acoustic report has been provided which has outlined that the venue can be made compliant with the noise regulations subject to certain actions and conditions. Whilst this may be true, the occupancy levels of this venue and the large percentage of open air alfresco both to Old Perth Road and to the southern aspect of the site will inevitably create significant noise levels. These noise levels have the potential to exceed the estimations made in the acoustic report given the nature of the venue. Subjecting the surrounding residential properties to these noise emissions has the ability to unduly impact the existing residential amenity. Whilst a 3.5m high blank acoustic wall and volume control of music may provide adequate acoustic amelioration to the alfresco area, noise from rowdy patrons exiting the venue at midnight cannot be curtailed. There are also social impact considerations that are associated with this type of venue when assessing the impact to the amenity of the locality. Given the existing residential character of Hamilton Street, attracting 300+ patrons to an at large residential streetscape is considered undesirable particularly given there is no formal food service being offered for patrons. It is not unreasonable to expect that a degree of anti-social behaviour will occur from this venue being proposed. Whilst

it is acknowledged these venues are needed within Town/City Centre environments, this venue will forever alter the amenity of Hamilton Street. Given this, it is not considered necessary or appropriate to the existing and future amenity of the area for this venue to be located in such close proximity to residential properties. The visual impact of the proposed acoustic wall is also considered to have an undesirable amenity impact. The plans appear to show a 3.5m high, 13.6m solid blank wall to the street (and also to the car park which will be visible viewed from the street) that is unarticulated, inactive and unsafe in that it impedes passive surveillance to the street and is unsightly. There is also no mention of odours produced by the Microbrewery. The method, impact, storage and collection of waste is also of serious concern, especially given a waste management plan hasn't been prepared.

Concerns include:

The plans do not show a 3m high wall screening the bin area (which would also have undesirable impacts on the neighbour to the south). It appears the bin area sits outside the acoustic barrier;
The traffic report does not show the onsite collection of waste with sufficient turning templates to enter and exit the site in forward gear and the loading dock is clearly inadequate to accommodate such a vehicle;
There is no discussion regarding the noise impact of bottle removal, collection times etc especially given the use of the adjoining staff car park; and
There is no detail on the removal of spent grain or any microbrewery by-products.
These considerations are very serious amenity impacts associated with such a development that have not been adequately considered or addressed. This is particularly concerning given the proximity the venue has to residential properties.

(x) Community and Local Business Impact

The lack of on-site car parking and reliance the land use has on-street bays is a significant concern for the wider community and local businesses. As outlined above, the purpose of on-street car parking is to service peak periods of the Town Centre to provide overflow car parking to provide convenience and accessibility. A singular site should not be consuming the majority of the on-street bays in the Town Centre to service their operation. This will impact existing and future businesses as the Town Centre grows. Accessibility is a critical aspect of a well functioning Town Centre. Reducing the availability of car parking to serve one land use is a significant impact to the Town Centre and should not be supported as justification to vary the car parking rates of the scheme to the extent that is being sought. The provision of visually available, accessible and convenient parking is essential for the success of retail operations. With overlapping Saturday and Sunday lunch time peak periods, the use of Hawaiian's Bassendean car park that its individual tenants pay for is not acceptable or supported

Car Parking

Car Parking Ratio

The development is seeking a car parking shortfall of 320 bays. This shortfall is based on the current parking requirements under Table 2 of the Town's LPS10. It is understood the proponent has put forth an argument that the current car parking rate is excessive and outdated and therefore an alternative car parking rate should be applied. The parking study submitted by the proponent has considered that the 'Restaurant' parking requirement is better suited for the proposal as it specifies parking bays based on the number of patrons rather than square meterage i.e. 1 bay for every 4 persons. In using this metric, 84 bays would be required as opposed to 320 bays. It is refuted that a 'Tavern' should be treated the same as a 'Restaurant' land use. The nature of the use is entirely different, particularly given in this circumstance there is no formal dining or table service, with the venue promoting the consumption of alcohol primarily as opposed to food. Generally, food is the primary service for a 'Restaurant'. It is important to note the primary reason why a 'Restaurant' is applied with a rate of 1 bay for every 4 persons is to accommodate a family having a more traditional sit down meal and therefore would arrive together on average reducing individual transport to the venue. Given the nature of the venue and being a microbrewery with no formal table service, it is questionable whether this venue would appeal to families. The likely target demographic would either be younger/older demographics or people going out without children. In turn, single/couples would be more attracted to this venue and likely makeup a larger percentage of the 335 maximum patron number. This is important when considering the appropriateness of the 1 bay for every 4 persons ratio, as it is assuming a group of individuals are attending a venue collectively via one vehicle. This is unlikely to occur in this instance, as there would be a much higher degree of persons coming to the venue as separate persons or couples making the parking number significantly higher than the 1 bay per 4 person rate. Therefore, the justification to reduce the shortfall by 236 bays by applying a car parking rate from a land use which has limited similarities is baseless and is significantly lacking in justification.

Surplus Parking

The car parking audit has stated there are 133 car parking bays within the vicinity of the site. The off-street car parking is to be put aside for the purposes of justifying the shortfall. As noted previously, unless there is a formal legal agreement in-place these bays cannot be relied upon to provide overflow car parking given it is located on private land. Furthermore, should Hawaiian or another landowner choose to redevelop, these bays in which the subject operation is reliant upon can be removed and/or used to service the redevelopment at the landowners wishes. Therefore, off-street car parking cannot be used as justification for

the shortfall. The on-street car parking occupancy rates provided demonstrate a 50% use during midday and a 25 - 50% use percentage during the evening. It is also questionable as to why the occupancy audit was undertaken on a Thursday night as opposed to a Saturday evening. It is considered the level of activity for other food and beverage land uses within the locality would presumably be higher, therefore the occupancy rates of the on-street bays would likely be even less. Of the 133 on-street car parking bays there are only approximately 67 – 100 available bays currently to provide car parking for 335 patrons. This leaves a significant shortfall of car parking bays, even with consideration to the use of ride share platforms, car-pooling and public transport. On-street car parking should not be used for the commercial gain of one site within the Town Centre. On street car parking is provided to service current and future land uses as the Bassendean Town Centre develops as an overflow parking area, not to service the entire minimum parking requirement for one site. The justification provided for the car parking shortfall does not alleviate the significant reduction in car parking which is being sought. It is acknowledged that there will be a percentage of patrons that will use ride-share platforms, walk to the site and catch public transport however this does not wholly justify a 320 bay car parking shortfall with no on-site bays being provided for the public combined with the significant reliance on on-street car parking bays.

CONCLUSION

element acts on behalf of Hawaiian Investments Pty Ltd the owners of Hawaiian's Bassendean in respect to a submission on the above-mentioned Application for Development Approval. For the reasons outlined above, we strongly object to this proposal, and therefore request the Town to refuse this development application. The application has failed to address many essential considerations for this type of venue such as waste, odour, undue amenity impacts on neighbouring properties and the streetscape as well as a significant deficiency in car parking and lack of substantive justification to support the proposal. We trust this submission will be given due regard in consideration of the proposal.

346	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
346.1	N/A

347	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
347.1	N/A

348	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
348.1	Will be a great addition to old Perth toad revitalising Bassendean town centre.

349	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
349.1	This would be an amazing addition to the already growing town of bassendean! My partner just purchased a property not 50 metres from the proposed location and we are extatic!

350	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
350.1	This would be awesome for our suburb!

351	Affected Property: N/A
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Do you support the proposal: Yes	
Summary of Submission	
351.1	N/A

352	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
352.1	N/A

353	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
353.1	I think this is fantastic. Bring Bassendean alive!!

354	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
354.1	Will be a great edition to the other businesses on old Perth road adding more vibrancy to the area.

355	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
355.1	Excellent use of an eyesore site in the approaches to the shopping centre. It should compliment the Cork and Bottle (if it reopens) and there is plentiful parking after 6pm within short walks Most of the surrounding area is commercial and noise should be no more a problem than that from the C\$B. All the local restaurants should benefit. Excellent idea....oh, and I do not frequent taverns or bars anymore. I just wish this was open when I did!

356	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
356.1	N/A

357	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
357.1	Great idea to have the community involved. Would like to see the layout.

358	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
358.1	I saw a post and thought that was a great idea. THEN I read more and understand they will source meals from other local businesses. What a great way to help the community and become part of it.

359	Affected Property: N/A
Do you support the proposal: Yes	

Summary of Submission	
359.1	N/A

360	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
360.1	Great idea

361	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
361.1	100% support.

362	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
362.1	Great addition to the community.

363	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
363.1	N/A

364	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
364.1	N/A

365	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
365.1	This is fantastic. This is now you revamp old Perth road

366	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
366.1	Bring it on

367	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
367.1	N/A

368	Affected Property: N/A
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Do you support the proposal: Yes	
Summary of Submission	
368.1	Love love love this!!! Will be a great addition to the community & also love how they'll be supporting the local cafes & restaurants.
368.2	Will also create heaps of awesome new jobs. I can't see any downside to this, honestly couldn't support it more!

369	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
369.1 Fully support the presence of multiple small businesses on Old Perth Rd. This street is well suited to increased foot traffic and alfresco type dining and other entertainment options as it has wide footpaths, easy access to public transport, and lower numbers of private dwellings. Love the idea of the Brewery being in partnership with local restaurants to provide the food. Increases choice for customers, increases viability and long term profitability of local restaurants and hopefully increases the chance of other providers coming into the area. Also, reduces duplication of high energy consumption kitchen facilities which is great for our environment. Thank you for the opportunity to comment. Well done to all involved!	

370	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
370.1	Can't wait to see another venue open in Bassendean, it will create more jobs support local businesses and draw more People into the Bassendean village / onto Old Perth Road - much needed.

371	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
371.1	N/A

372	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
372.1	It's unused land and I'm sure the brewery will have the necessary safeguards for smell, noise, parking, etc. Their concepts appear to make sense.

373	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
373.1	I think it's a great idea! Hopefully it will put the buzz into Bassendean

374	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
374.1	N/A

375	Affected Property: N/A
Do you support the proposal: Yes	

Summary of Submission	
375.1	N/A

376	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
376.1	N/A

377	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
377.1	N/A

378	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
<p>378.1 I think the development of a microbrewery on this site will create a lot of noise for residents. The areas behind this site (Hamilton St, Whitfield St etc) are all residential. It is unfair on residents who have lived in the area for some time, to have to put up with the noise from a microbrewery. The plans show approx. 150 people in the rear courtyard and I don't believe an acoustic fence (that only partially contains the rear area) will reduce the noise of music and 150 people to an acceptable level.</p> <p>378.2 Both driving through and trying to park in this area are already difficult on a Friday and Saturday night given the other retail businesses on OPR (such as Cork and Bottle, 8 Napkins, Old Lira etc) and the carpark near fivefour store is already busy with cars frequenting those businesses. This is already a terrible carpark and is difficult to maneuver. There is no way that this car park will serve this proposed venue, and I doubt people will park in the Coles carpark (which by the way, is not allowed according to signage in the carpark).</p> <p>378.3 I also find the amount of waste generated from operating purely with takeaway from local businesses goes against the Towns vision for reducing waste.</p>	

379	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
<p>380.1 I often visit the section of Hamilton St between OPR and Palmerston St, to access the shopping center (cnr OPR and Hamilton St) and the Cork and Bottle. There is already a lack of parking on many Friday and Saturday evenings and people park on both sides of the street so you can hardly get through. They also park on the footpaths and verges. I lived at 30 Hamilton St for several years, so I'm aware that this already causes lots of problems for the residents on this street. Adding a venue with a 350 people capacity will only make this problem worse.</p> <p style="text-align: center;">A microbrewery like this would be better placed in an industrial area or in exclusively retail area (e.g. like Seasonal Brewery in Maylands), so that it does not impose on residents.</p>	

380	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
380.1	N/A

381	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	

381.1	N/A
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382	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
The development proposal shouldn't be supported for the following reasons, most of which you have already highlighted in your letter to the residents.	
382.1	- The establishment of a microbrewery is not a great idea as the surrounding area around the proposed development is largely residential.
382.2	- The proposed development also involves increasing the occupancy significantly which will result in overcrowding of the area.
382.3	- The parking shortfall of 320-vehicle bays associated with the proposed development is bound to increase the traffic chaos and adversely impact the quality of life of the residents.
In view of the above, I do not support this development proposal	

383	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
383.1	1. The location is dangerous for this application. The site is on a bend and very close to a crossroad. One of which is a 'No Through' road.
383.2	2. It is in a mixed-use area with homes to the rear, across the road and adjacent to site.
383.3	3. Opposite is an Aged Care facility, a School and a Church.
383.4	4. How high is the proposed wall on the south side to reduce noise to the two-storey house?
383.5	5. Already a liquor outlet next door.
383.6	6. No kitchen and relying on food vans and local food outlets is not a solution to having food available in a licensed premises.
383.7	7. Having only 7 carparking bays for 335 people is no- where near enough and will put pressure on the Shopping Centre car park opposite and on nearby road verges. Let's assume half of patrons use other forms of transport and an average of 3 people travel in each vehicle, that will mean approximately 55 car parking bays will be required.
It is customary that if a Developer is wanting to reduce the approved number of car parking spaces they make a payment to the Town in lieu. Is this the case and how much?	

384	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
384.1	N/A

385	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
385.1	Parking will be a problem

386	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
386.1	A facility such as this adjacent next door to residential properties is absolutely absurd considering local council would not approve application for a place of worship in the same instance siting disturbance as main issues.
386.2	There is also insufficient parking and buffer zones for proposed application. Surely if approved, i would expect a application for place of worship in similar surrounds being approved.

387	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
387.1	Great to see a contemporary design for Bassendean Town Centre. Like the idea of having the flexibility of opening hours to give space for the team to adjust according to market. This is difficult to test prior to opening.
387.2	Object to the use of food trucks. There are a number of eating places in the town centre and would encourage the team to promote these venues rather than detract from them with food trucks.
387.3	The unknown is how the Cork and Bottle will be impacted with a micro brewery next door. Would hope there is some partnership activity taking place to ensure that when/if Cork and Bottle reopens it offers something that is complementary or totally different experience.
387.4	Also be useful to see a marketing strategy. We know that whilst Bassendean is an attractive place to live, its still a challenge to encourage residents to maximise the town centre offer. In general, very supportive.

388	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
388.1	Being so close to the train line it will encourage people to come to Bassendean via public transport and the shopping centre has heaps of parking after hours very close. Parking is not an issue. Having blocks of land devoted to parking is hot in summer and an eyesore. The cork and bottle had a licence and has no parking so it shouldn't be an issue

389	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
389.1	N/A

390	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
390.1	Another solid hospitality business in central Basso would be excellent

391	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
391.1	Think this is a great idea. Love the substitute food idea.

392	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
392.1	Yes!!! We need something to activate old Perth road.

393	Affected Property: N/A
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Do you support the proposal: Yes	
Summary of Submission	
393.1	Please allow the proposed tavern and brewpub to be built! We love the old Perth road strip and this would appear to be a fine addition

394	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
394.1	Just what the town centre of Bassendean needs. Micro breweries are a proven popular form of entertainment with large age and socio economic groups. Old Perth Road has the new hotel and some interesting restaurants popping up, a Micro Brewery would be complementary to the businesses already on offer. Bassendean has such potential to be a great inner city entertainment precinct, it is being wasted.

395	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
395.1	N/A

396	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
396.1	N/A

397	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
397.1	Well done to securing a fantastic tenant for the Town. A great use for a great building and will provide some much needed activation and renewal for the Town. Dont drown them in green washed conditions, this is private investment and let them thrive.

398	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
398.1	Wow wow wow! I'm looking forward to a more up & coming neighborhood.

399	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
399.1	Awesome news. Support local business and concentrate on what you do best. I wish them every success. I will support them.

400	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
400.1	N/A

401	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
401.1	We need more stuff like this in Bassendean

402	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
402.1	N/A

403	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
403.1	I think this an opportunity to boost old Perth road and bring something exciting back into the area, it's a strip that needs to be bought back to life.

404	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
404.1	N/A

405	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
405.1	Will certainly help to liven up this end of old Perth road!

406	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
406.1	N/A

407	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
407.1	Bring it on we need more of it

408	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
408.1	N/A

409	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	

409.1	Great for all the local businesses and employment
410	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
410.1	N/A

411	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
411.1	I think it'll great and I love their ideas for the menu from local businesses very clever and inclusive

412	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
412.1	We need this in Bassendean

413	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
413.1	Fantastic idea, will be a great improvement and bring life to the area instead of derelict shops

414	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
414.1	N/A

415	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
415.1	N/A

416	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
416.1	I think it will compliment the area and we need more things and more people visiting our beautiful bazzo

417	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
417.1	N/A

418	Affected Property: N/A
Do you support the proposal: Yes	

Summary of Submission	
418.1	N/A

419	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
419.1	N/A

420	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
420.1	I believe this will be a huge asset to Bassendean and will support local businesses.

421	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
421.1	N/A

422	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
422.1	N/A

423	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
423.1	N/A

424	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
424.1	This will make a great addition to the hub of Bassendean, love the concept of supporting local cafe and restaurants to provide food.

425	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
425.1	N/A

426	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
426.1	Yes great idea. Be better to have there own Mitch but like the different approach to local food and rotating food trucks.

427	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
427.1	N/A

428	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
428.1	Like the idea of the food trucks and support of local food

429	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
429.1	Fantastic & progressive to see this happening in Bassendean it will be unique & innovative. provide jobs in the area and vitality to our Main Street being further away from the pub is great as well it makes people walk the main street to support other local businesses also addresses yet another sad vacant building in the street..

430	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
430.1	N/A

431	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
431.1	Would be great to help the local community

432	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
432.1	Looking forward to visiting

433	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
433.1	Fantastic idea and will support local eateries.

434	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
434.1	We really need this kind of business to help revitalise the centre of Bassendean. It will encourage people further down the Main road and also creates opportunities for other food vendors. I hope this goes ahead.

435	Affected Property: N/A
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Do you support the proposal: Yes	
Summary of Submission	
435.1	N/A

436	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
436.1	We hope the town will support this submission due to Recent comments from the town stating “they want our strip to be similar to the Leederville strip” we would hope the town honours these comments by allowing the microbrewery. With Bassendean pub, the upcoming bar next door (old cork and bottle) , and future brewery we will now have a strip of nightlife and also casual day haunts to bring people into the Town of Bassendean. Hopefully this will incite other business’s to take up residence in our current dismal Old Perth Road area.

437	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
437.1	N/A

438	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
438.1	Allowing businesses such as this will Hopefully bring other Perth people to old Perth road, inciting other business to come as well and hopefully liven this tired, old street up!

439	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
439.1	Alcohol with no kitchen?? Poor form in 2022. People are not likely to order food in. Massive pub down the road already and a wine bar. Food trucks blocking the street? Those poor people in the house next door. Spent a fortune developing that house and you whack up a massive set of apartments on one side of them and now are considering a brewery next door?! No more pubs in Bassendean. Enough.

440	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
440.1	With the right parameters eg enough parking this is a great idea.

441	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
441.1	N/A

442	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	

442.1	N/A
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443	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
443.1	Will certainly liven up the road

444	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
444.1	<p>Yes my family and I of whom are all long time Bassendean residents hugely support this Microbrewery. Old Perth Rd needs more activity in these long standing empty eye sores on old Perth Rd.</p> <p>The newly renovated Bassendean Hotel has been a huge success and I believe more quality establishments along this stretch of road will only be a positive to our beautiful neighbourhood.</p>

445	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
445.1	N/A

446	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
446.1	N/A

447	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
447.1	N/A

448	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
448.1	N/A

449	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
449.1	<p>I think it's a great idea and provides an offering for craft beer enthusiasts.</p> <p>Doesn't compete with anything else on offer nearby and should attract a better clientele than the bassendean hotel does (Meaning its not a rave nightclub or something that attracts undesirables).</p>

450	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	

450.1	I do however recommend it includes a kitchen & restaurant/Café.
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451	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
451.1	N/A

452	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
452.1	To close to private residences especially when there is a proposed rear beer garden that could seat 150+ patrons that would be outside with live music or music that would be impossible to keep to a level the residents close by could tolerate.

453	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
453.1	I like that it will invite local food businesses in which is community minded.

454	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
454.1	Is it going to be a 'stag night' stop off or 'hens night' bud stop offs ?? I would not support that

455	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
455.1	Businesses like this only attract other businesses to setup, which leverage or support the offering. Which ultimately is a huge step forward for the potentially best high street in Perth, OPR. Why have Beaufort St extend into ToB, when we can have our own better version.

456	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
456.1	Development will bring a lot more foot traffic through this end of old perth road.
456.2	Medium concerns around parking which is already poor and public safety/anti-social behaviour with a number of alcohol service premises now operating.
456.3	Minor concern regarding noise.

457	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
457.1	Sounds great!

458	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
458.1	<p>While I love the idea of a tavern/microbrewery in this location, there are a number of significant issues that mean I must oppose it in its current form.</p> <p>Firstly, the shortfall of parking bays is a massive issue. I accept the application's commentary that "far less patrons...regularly drive their cars to licensed venues", but to believe this means there should be zero parking bays for customers requires a massive leap of faith. Rather than rely on the photos provided, I suggest Councillors and council officers take a look at the streets around the Bassendean Hotel since it has re-opened on any night of the week to see what the parking situation is really like for nearby residents. I'd also suggest that shop-owners in the neighbouring shopping centre should be entitled to have bays vacant for their own customers, rather than them being used by patrons of other venues.</p> <p>I also ask Council: what would happen if another proposal was submitted in the same area that also had a massive shortfall in parking bays? Essentially you either have the same street parking allocated to a number of different venues at the same time – which is a recipe for disaster - or the next application is rejected because these proponents had an unfair advantage simply by being first.</p>
458.2	<p>Secondly, the lack of a kitchen ultimately proves my major issue with this proposal: the proponents appear to be trying to do this development on the cheap. It saves money on a kitchen, it saves money on staff, and to try to pass it off as a "break from tradition" is cute but doesn't stand up to criticism.</p> <p>There are issues with the practicality of having potentially dozens of Uber Eats deliveries arriving each hour during peak periods, plus the additional waste disposal (and additional, unnecessary waste) that will be required, well over and above the amount of waste that a venue with its own kitchen (and cutlery and crockery) would need.</p> <p>It also runs the risk of having food truck vendors staying away if takings in the venue's early months are not sufficient, in which case you have a venue with hundreds of patrons and no on-site food at all.</p>
458.3	<p>And I ask you to consider whether local restaurants or cafes having a few additional orders each night would be better for the local community than having a proper venue with a higher number of permanent staff. The staff are likely to be locals themselves, which further boosts the economic activity in the area, and even those that aren't are more likely to spend money in our local shops and with local services. (My personal experience of running an accounting practice in Bassendean for five years is that I had many clients who worked in Bassendean but lived in other areas, and I'm sure that would also be the case for everything from hairdressers to butchers to dentists.)</p> <p>I recognise that the owners are longstanding Bassendean residents and business owners, and they are to be commended for trying to do something with the area, particularly activating a tired old building. And as a former member of Council's Economic Development Committee, I am overwhelming in favour of bringing life and economic activity into the heart of our Town. But I feel that this proposal has too many holes to be allowed at this time.</p> <p>I urge Council to work with the proponents to develop a proposal that can be accepted, because it does have the potential to be a boon for Bassendean, but there is a lot of work to do before that can happen.</p>

459	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
459.1	N/A

460	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
460.1	N/A

461	Affected Property: N/A
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Do you support the proposal: Yes	
Summary of Submission	
461.1	N/A

462	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
462.1	I don't live near the proposed site however do hold concerns regarding availability of parking for customers.

463	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
463.1	N/A

464	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
464.1	N/A

465	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
465.1	N/A

466	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
466.1	N/A

467	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
467.1	N/A

468	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
468.1	Great idea, make it happen!

469	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
469.1	N/A

470	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
470.1	This is just what Bassendean needs to bring life to Old Perth Road. It will be unique and attract people from other areas.

471	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
471.1	Yes please. Bassendean will be a more vibrant town with this, and Old Perth Road deserves more like it

472	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
472.1	N/A

473	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
473.1	This will be great for the area.

474	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
474.1	Great idea to liven up old Perth road and provide more choice.. good food concept also

475	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
475.1	Bassendean is uniquely located to offer far more of these types of entertainment facilities. The refurbished Hotel has shown that these types of venues can operate safely and effectively without negative impost on the surrounding community.

476	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
476.1	These businesses are so vital to other local businesses and so important to keep adding value and rejuvenation of Old Perth road and it becomes a destination

477	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
477.1	A great idea bringing life to our local community!

478	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
478.1 The paucity/absence of dedicated customer parking makes the nearby shopping centre car park the most likely default. That seems very unreasonable unless some contractual arrangement is undertaken, to the benefit of the shopping centre.	

479	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
479.1 N/A	

480	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
480.1 I support this development but think there should be considerations taken into account.	
1.Smell. If you have ever been to Little Creatures in Freo, you will notice the fermentation and 'food' smell, ie ingredients such as yeast, hops, barley. With existing housing already next door, has an environmental impact study been done already and what were the known outcomes?	
480.2 2. Food Trucks These should not be permitted within this application. There are sufficient local food establishments capable of supplying a variety of food within a short distance, such as: Indian Restaurant Fish and Chips Burgers 2 x Pizza Kebabs Chinese Instead of BYO Alcohol, BYO Food.	
480.3 3. Alfresco Area at front. Trees to remain, which is good, but can there be some joined up thinking regarding any additional shade areas on Old Perth Road, ie, allow only similar to what is in the vicinity already so we dont end up with a mish mash of poor design and aesthetic.	
480.4 Two areas that are located in the wrong place for me and would impact the existing home owner are as follows. 4. Bin Area Don't agree with where the bin area is located. this borders a residential property. A better area for the bins, would be within an area of free flowing air to dissipate smells rather than confine them and allow them to create a nuisance for the home owner. Smelly bins mean more rats and cockroaches plus Ibis.	
480.5 5. Toilet Block Area Are the toilet facilities also located in the wrong area and of sufficient numbers for 350 people? With only 5 staff, keeping the toilets clean and free from smelling, this would be a concern for me.	

481	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
481.1 N/A	

482	Affected Property: N/A
Do you support the proposal: Yes	

Summary of Submission	
482.1	Anything that will draw people to Bassendean and old Perth road is good.

483	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
483.1	Despite supporting the application overall I have some significant concerns outlined below. The development application NIA states it does not consider plant noise at this stage. The proposed food truck areas on site should provide sufficient electrical power for food trucks and the use of generators should be prohibited. Additionally, the NIA should consider extraction systems in the noise assessment as these are commonly located on raised positions (roof) on food trucks.
483.2	Potential cooking and generator fumes from food trucks should be a consideration in the the development application assessment as this could have significant impact to the amenity of neighboring residents, particularly if they are operating 7 days a week.
483.3	Despite reading the traffic assessment in the application I am concerned there could be significant parking congestion on Hamilton street (south side of Old perth road). Already, when there are vehicles parked on Hamilton street there is very limited room for 2 way traffic. Approval of this application will lead to increased parking on-street and on the verge of Palmerston Square Reserve, making this section of road more hazardous by reducing visibility and access, which is a particular concern as the playground in Palmerston square is well frequented by local residents. It could also impact access to the Palmerston Square Reserve playground for residents.
483.4	No mention of accessibility of the site for disabled is included in the development application excepting the single UAT on the drawing.

484	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
484.1	With the success that the Bassendean Hotel is having since re-opening it can only be a good thing to have more options available for residents to go to in the local area. And hopefully entice people who flow to Guildford to come to the area for a meal/drink, Old Perth Road is great but in parts could do with the redevelopment to "wake" the place up.....

485	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
485.1	N/A

486	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
486.1	N/A

487	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
487.1	Great idea, so good to see people out and about on old perth rd. There is so much potential there now with the current hotspots that people from all over perth travel

to visit, it's creating a fun atmosphere in the neighbourhood.
Also a great opportunity for local kitchens to get there menus out there.

488 **Affected Property: N/A**

Do you support the proposal: Yes

Summary of Submission

488.1 The Bassendean strip is just a bit too empty to be attractive for night life. I think something like this would go a long way to attracting people to the area.

489 **Affected Property: N/A**

Do you support the proposal: Yes

Summary of Submission

489.1 We definatley need this & things like this for a town of Bassendean.
We are know as the Freomantle of the North, with more artist in the bassendean areas Ashfield & Eden Hill than in Freo. This would be a great add to our town & location.
More Vibrant!
Resident of Ashfield.

490 **Affected Property: N/A**

Do you support the proposal: Yes

Summary of Submission

490.1 Sounds Great, , I'm unsure why there is any requirement for car parking spaces in a town center, given that they are next to public transport, the requirement should be for a taxi drop of bay and safe Lock up Cages for Bikes to encourage local and out of town no car use access. Make Bike parking secure, put in a bike Valet and people will ride, Stop building car parks.

491 **Affected Property: N/A**

Do you support the proposal: Yes

Summary of Submission

491.1 N/A

492 **Affected Property: 30 Hamilton Street, Bassendean**

Do you support the proposal: Yes

Summary of Submission

SUBMISSION: Development application reference No (2022-129)

We DO NOT support the proposed tavern / microbrewery at 73 Old Perth Rd, Bassendean

492.1 LOCAL PLANNING POLICY 1 – Bassendean Town Centre Strategy & Guidelines

The development application states that *"the development is located within the central area which according to the strategy, requires a softer, more residential and landscape character than the 'main street' oriented west end. ...Not only will it suit the residential character of the area as a mid-sized, community-friendly establishment, but it will also act as a desirable location and drawcard for local residents, further facilitating the City's aim in creating a small retail node in this location."*

In our opinion, this development cannot be deemed to fit the "softer, more residential and landscape character" referred to in the Bassendean Town Centre Strategy & Guidelines.

Is this microbrewery deemed to be a retail outlet?

While we are keen to see development in Bassendean, that should not be at the expense of current residents in the area. The development application states *"the design acknowledges and sensitively responds to the amenity of the area and nearby residential land uses."* We totally disagree with this statement, as having a licensed premises with potentially 300+ patrons in close proximity, operating at hours that will impact on our use and enjoyment of our home, is NOT sensitively responding to the amenity of the area and nearby residential land uses.

The development application states that the microbrewery is a *"community-friendly establishment"*. A venue serving only alcohol is far from 'community-friendly'. There is a small play area for children inside, shown on only ONE drawing. Is this part of the application or not? Does a very small play area make this development "community friendly"?

Bassendean is already served by two major licensed premises i.e. Bassendean Hotel and the Cork and Bottle Bar (when it re-opens). (A search indicates that the liquor licence for 02 / Lemon Myrtle has been suspended.) The development application states that *"the proposed development will provide a valuable meeting place for the local community, allowing social connection to prosper and a stronger, more communal sense of identity to be formed."*

Is it necessary for our social connections and communal sense of identity to be based on the consumption of alcohol in a third major licensed venue?

492.2 PATRON NUMBERS

The number of patrons proposed for this venue is excessive, creating many potential problems for existing residents.(see below)

492.3 ACCESS TO SITE

The development application states *"The entrance to the building is clearly identifiable and accessible from the primary street frontage (Old Perth Road)."*

However, the development site plan indicates there are two entry/exit doors on the wall adjacent to the rear alfresco area. If the main crossover is not gated and closed during opening hours, it will be possible for patrons to access/leave the site via Hamilton St. This will create noise, pedestrian and traffic problems for Hamilton St residents.

This contravenes Bassendean Town Centre Strategy and Guidelines Section 7.6 which states that "Buildings should have the entrance, address and frontage on or clearly identifiable from the primary street", i.e. OPR not Hamilton St

492.4 TRAFFIC / PARKING

One of the objectives for the Town Centre Zone under LPS 10 (Ref: The Bassendean Town Centre Strategy and Guidelines) is to *"Achieve safety and efficiency in traffic circulation."* Concentrating more traffic (without sufficient parking facilities) in the area of the development would not achieve this objective.

At times, there are significant traffic issues on Hamilton St between OPR and Palmerston St. This relates to people parking on both sides of the road, even though only one side is marked with parking bays. People also park close to the OPR corner, usually to access the Rossi Shopping Centre. On many occasions, we have turned into Hamilton St from OPR and come to a standstill due to parked vehicles. We have also been unable to access or leave our own driveway, without significant problems, due to illegal parking.

The proposed development would certainly add to these problems.

The shortfall of parking facilities for this venue cannot be overlooked

Due to the conversion of Whitfield St to a safe-active street, traffic flow through our section of Hamilton St has increased. The tavern/microbrewery would add to this traffic, especially at the busiest times Friday and Saturday mid/late afternoon & evening.

We already have one licensed premises (i.e. Cork and Bottle with a capacity of approx. 120) approved by TOB without any parking facilities. This creates parking problems during its peak times e.g. Friday & Saturday late afternoon/evening, Sunday afternoons/early evening.

In our experience, the TOB does not readily enforce parking restrictions. We are concerned that increased use of the site would result in increased traffic violations that would be ignored by TOB therefore inconveniencing residents. In addition, the TOB rangers only operate 7am – 7pm. Who will monitor parking problems after 7pm? If parking violations occur after 7pm, what help will residents be able to access? Will TOB incur the extra cost to employ rangers to work Friday and Saturday nights to monitor parking?

Food delivery services (e.g. Uber-Eats vehicles) would involve extra traffic and parking issues. Where would delivery vehicles pull up in order to effect deliveries? Extra traffic also creates more noise for residents. Where would ride share services e.g. ubers, pull up to deliver/pick up patrons, as we assume most car parking bays will be full?

The Stantec Parking Study was completed on Thursday 16 June during the hours 12pm - 2pm and 5pm to 7pm. This is absolutely NOT indicative of the parking shortfall that exists in this area during peak times i.e. each Friday and Saturday mid/late afternoon and evenings, especially in the warmer months, which coincides with some of the microbrewery's peak times.

The Rossi Shopping Centre's businesses plus venues along OPR from Hamilton to Whitfield St, are very well patronised. Our observation is that most patrons drive to these sites. When the Cork and Bottle is operational, parking is even more difficult to find. We often witness people parking on the OPR footpaths during these times. We also experience parking issues and increased traffic in Hamilton St during these times.

The Stantec Parking Study also states that the microbrewery patrons could park at the Hawaiian Shopping Centre car park. This car park is clearly signposted as "Private Property: Customers of the shopping centre only" and I am aware of people who have been fined for parking there when attending other venues off this site.

I assume the "*3A James St (shopping centre carpark)*" referred to in the Stantec Parking Study is the Rossi Shopping Centre. I am sure the businesses in this complex would not want parking for their venues to be used by microbrewery patrons, as this could result in a decrease in trade for them. Please consider that the tenants of these businesses may be reluctant to oppose this proposal as Lori Saint is their landlord.

Neither of the stated parking areas in Table 2-4 is a viable solution for the microbrewery parking shortfall. If many on-street parking bays are taken up by microbrewery patrons, the existing businesses in the area may suffer a loss of trade.

We have concerns about the size and number of trucks delivering goods and/or removing waste to and from the site. We already experience traffic and noise problems associated with trucks using the rear lane behind the Rossi Shopping Centre. In an attempt to limit parking violations, TOB would need to sign post our section of Hamilton St as 'No Parking' along many sections. They should also consider that the marked bays in this area are designated as "permit only - residential parking"

This area is well serviced by public transport (i.e. train, bus) and pedestrian /cycle networks, as mentioned in the Stantec Parking Study, however, there is no evidence provided in the development application that proves that large numbers of patrons will choose to access the microbrewery using these means. Therefore, parking remains an issues

With the venue's occupancy so high in the rear alfresco, we do not believe an acoustic barrier will diminish the noise to the point where it will not be heard from nearby properties. Currently, when the Cork and Bottle is open, we can quite clearly hear the small bands and patron voices from their OPR alfresco. This is usually not a great concern, as they finish so early in the evening and there are far less than 150 alfresco patrons. This will NOT be the case for the microbrewery given the hours of operation stated in the development application.

Even if music is kept at "conversation levels" people are notorious, especially when consuming alcohol, to get louder and louder. According to the development application, there is capacity for 150 people in the rear alfresco, which will be loud! Our bedroom, lounge room and alfresco are located at the front of our house, facing Hamilton St. Our house is higher than the level of the microbrewery's rear alfresco. No 29 Hamilton St is a two-storey house, also much higher than the rear alfresco. We do not believe that noise can be contained within the acoustic barrier, let alone with the height differential.

The Acoustic Assessment states that "noise emissions associated with patrons in the external rear alfresco area are calculated to be compliant at all times, with the exception of the night period. Hence the alfresco area is to be vacated at/before 10pm each night." Even if this does occur, patrons will need to traverse the rear alfresco to use the toilet facilities. This will create noise for residents e.g. people talking while moving to and from the toilets, people stopping outside to talk.

In addition, it does not eliminate noise problems for those of us who go to bed earlier than 10pm.

Based on the development plan, the acoustic barrier does not fully encompass the site i.e. the acoustic barrier stops before the main crossover. It will not matter how high the acoustic barrier is, if this crossover is left open the potential for increased noise problems arise.

If the main crossover is left open, patrons will use this to enter and exit the venue, again creating extra noise, and increased vehicle and pedestrian movement, all of which will create issues for Hamilton St residents.

Due to smoking restrictions at the microbrewery, we are concerned that smokers would move to the Hamilton St verge to smoke. This would result in increased noise for Hamilton St residents.

Food trucks, delivery trucks, ride-share vehicles and food delivery services (via vehicles) would create noise on the site e.g. on arrival and departure, general vehicle noise plus possible reversing warning beeps e.g. if the food trucks are powered by their generators, this would also be noisy

The bins are outside the sound barrier, meaning that the noise associated with staff dumping rubbish will be heard by all residents closest to the venue i.e. No. 28, 29 and 30 Hamilton St. The potential is that rubbish can and will be dumped up to and after closing time each night, creating noise. Our bedroom is located at the front of our house and this will impact on us, as well as No 29, as their bedrooms are all adjacent to the rear of the proposed development. This could also impact Nos. 28 and 32 Hamilton St.

As staff leave at night (either after 10pm or midnight (Fri and Sat)) noise will be an issue for residents e.g. staff chatting as they leave, car doors being shut, vehicle noise.

When will food trucks leave the site?? If it is after closing time (to avoid vehicle movement in the rear alfresco) then noise will be an issue for residents. If it is before closing time, then vehicle movement will be a safety issue for patrons in the rear alfresco.

The acoustic assessment does not include mechanical plant (see notes page 4), which could create extra noise. We already experience a lot of noise from the air conditioners at the Rossi Shopping Centre. Mechanical plant at the microbrewery could add to this problem.

The development plan indicates there will be alfresco seating along the Hamilton St verge. Again, this creates noise issues for residents.

TOB's examination of the Acoustic Assessment (provided with the development application) should be done to assess PEAK noise levels rather than average noise levels in order to minimise the impact on residents. It is peak noise that will impact us most e.g. wake us up at night.

492.6 LIGHTING

According to development application (Table 2 Design Review), lighting will be included along the facades of the building i.e. OPR and Hamilton St. This has the potential to create light pollution for Hamilton St residents.

The lighting in the rear alfresco area, which is largely uncovered, will impact on nearby residents, until late at night.

492.7 RUBBISH / WASTE

Even though the site will not have a kitchen, the potential for smells (from discarded food delivered/sourced from other businesses) in this bin area is high, especially for the residents of Nos. 28, 29, 30, 32 & Unit 4 Hamilton St but particularly for 29 Hamilton St, as the bin area backs onto their side fence where their alfresco area is located. The development proposal states:

Waste management, including the storage and movement of bins has been considered in the design of the development. A waste storage area has been included at the south-east corner of the site and is suitably screened from view of the alfresco areas and surrounding residences by the provision of a 3m high acoustic barrier. This will ensure that any unpleasant sights or smells are prevented from negatively impacting the amenity of the development and surrounding area. How can an acoustic barrier stop "unpleasant smells"?

The bins are shown as being outside the acoustic barrier, contrary to the quote above. This means staff will have to carry rubbish along the Hamilton St verge and through the staff car park in order to access the bins. This could necessitate the use of large trolleys etc, which would create noise for residents. The development plan states that "*significant landscaping is proposed for the external perimeter of the proposed acoustic barrier*". Maybe staff will need to do their bin runs by walking on the road??? This would be both a noise and safety concern.

The report does not state how rubbish bins will be collected. Will they be placed on the verge, as currently happens for the Rossi Shopping Centre, so they are very smelly by collection time?

If patrons consume take-away food on the Hamilton St verge, the containers could be discarded in this area, creating more rubbish problems down Hamilton St. We already pick up a lot of rubbish on our front verge, mainly alcohol containers dropped by people shopping at the nearby BWS or overflow rubbish from the bin at Palmerston Park. This rubbish would make a poor visual impact on everyone who visits the area.

Due to smoking restrictions at the microbrewery, we are concerned that smokers would move to the Hamilton St verge to smoke. This would result in litter (i.e. cigarette butts) and the smell of cigarette smoke, which could waft over our properties.

Where will the take-away food trucks dispose of their rubbish i.e. on site at 73 OPR? If the answer is on-site at 73 OPR, this creates more rubbish generated on the site.

How will waste from the brewing process be handled? More trucks?? Will existing drainage and plumbing on the site be sufficient to handle water wastage?

TOB's initiatives to curb the environmental impact of rubbish has been admirable (e.g. FOGO bins, banning, use, sale & distribution of single use plastics under certain conditions) and we have embraced it wholeheartedly. However, if this development plan proceeds with delivery of take-away foods, isn't the TOB allowing an enterprise that contradicts their 'green' ethos

492.8 TAKE-AWAY BEER PURCHASES

The development application states that the local draught beer, brewed on site, will be available as a take away purchase from the bar. We are concerned that some patrons could purchase take-away and move to Palmerston Park (e.g. to allow their children to play) while they drink. This creates the potential for increased rubbish and noise in the park. It is also illegal to consume alcohol in a public place such as a park. Who will enforce this?

Take-away beer sales at the microbrewery would result in more parking problems and potentially, decrease the sales of beer in the existing BWS store

492.9 GENERAL:

Throughout the development application, the business to be operated at 73 OPR is variously referred to as a tavern, microbrewery and small bar. Do different conditions apply to the operation of these 3 different types of businesses?

One of the key objectives of The Liquor Control Act 1988 is "*To minimise harm or ill-health caused to people or any group of people, due to the use of liquor.*" One of the harm-minimisation principles of the Act is the development of a House Management Policy that outlines the licensees' commitment to "*patron care (harm minimisation strategies which encourage the availability of food.....*"

As the venue will not sell its own food, this relies on patrons being willing to (but not required to) order food from other venues or the food trucks on site. This could encourage people to visit the venue with the sole intention of consuming alcohol. This has the potential to increase anti-social behaviour

The development application makes mention, several times, to the retention of two street trees on OPR. e.g. "*the amenity of the local area is further improved by the retention of the mature trees in the road frontages on Old Perth Road.*" As these trees are on council/public land, their retention should, in no way, be credited to the developers.

Extensive landscaping would be required along Hamilton St to mitigate the visual impact of the proposed acoustic barrier, both its length and height. The landscaping should also be of a type and density that prevents patrons gathering or parking on this verge. Strong consideration would also need to be given to the choice of construction materials to 'soften' the visual impact of the acoustic barrier.

Bollards along Hamilton St in front of 73 OPR were set in place to stop people parking on the verge. Over time they have been pushed over by vehicles, so now vehicles are often parked on this verge. We believe that landscaping this verge will not stop people parking on it, especially if a lack of parking exists in this area.

The development application states compliance with the TOB Local Planning Policy No 16 that "*signage erected above rooflines will not be permitted*". However, the artist impression of the corner façade shows the "brewhouse" signage being situated above the roofline. There is already a sign above the roofline. Is this permitted?

5.1 DESIGN REVIEW point 4: mentions "transportable amenities block to allow for adaptability to future modifications or proposed changes". What does this mean??

It is common sense that all businesses want and need to make a profit. However, this development plan indicates that the developers want minimal financial outlay for a maximum return e.g. open rear alfresco, transportable amenities block, minimal internal fit-out, no on-site kitchen, order-in take-away food. TOB should carefully consider if this development will make an already ugly building even worse, with the many problems it will create i.e. the developers profit and the Bassendean community lose out. We would ask that you also consider the following information:

There are 6 houses in Hamilton St, between OPR and Palmerston St. A large section of this street is taken up by Palmerston Park.

The residents of No. 28 are tenants and the property is owned by Lori Saint, the owner of 73 OPR. These tenants are hardly likely to oppose a proposal by their landlord.

The residents of No. 34 are tenants.

The residents of Unit 4 (corner Hamilton & Palmerston Sts) are also tenants of a care facility (assumed ownership of Homes West or similar).

This leaves just 3 residences with owner/occupiers who are most at risk from this proposal, not only for the amenity of our homes, but also future property values, that could be impacted by this proposal.

Both ourselves and No 32 are sub-dividing our blocks (in line with the TOB's need for increased urban infill). We are concerned that a microbrewery in such close proximity will diminish the value of these sub-divided blocks and our existing homes. Therefore, our submissions should carry more 'weight', as representative of residents in this section of Hamilton St.

Despite this, the section of Hamilton St between OPR and Palmerston St remains, by any assessment, a residential area. There are 6 residential lots (to increase to 8 following completion of approved sub-divisions) compared to 2 commercial lots (which face OPR).

Many of the issues discussed above will also impact residents of Whitfield St, between OPR and Palmerston St, an area is that also residential, as well as residents of the nearby apartment blocks. Please understand we are not opposed to development in Bassendean. It is good for both the economy and vibrancy of this wonderful suburb. We enjoy the many developments that have occurred since our move to Bassendean e.g. The 5Four Store, Cork and Bottle, Holly Rayes, the renovated Bassendean Hotel, 8 Napkins, Old Lira, Raani Palace etc.

We bought our property with the full knowledge that we had retail outlets nearby by i.e. the hardware store at 73 OPR, the Rossi Shopping Centre, however we would never have purchased our house with a 300+ capacity microbrewery across the road.

Despite our objections, should this development proceed, the following should take place:

1. there should not be any patron access to/from Hamilton St, as this is a residential street.
2. there should be no negative noise impact on residents of nearby streets. Therefore, the proposed rear alfresco should be altered to a fully enclosed room / rooms, with full walls and insulated roof cover.
3. illegal parking should not affect the residents of Hamilton St or other nearby residential streets. Clearly marked bays, clear signage and a legitimate parking enforcement strategy needs to be implemented.
4. patronage should be limited to far less than the current 335 people.

493	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
493.1	Craft breweries are their own unique genre. They're not like typical pubs and don't attract unruly patrons as their beers are niche and generally not cheap. This will help add an additional layer to the precinct and add craft beer which is seriously lacking at the old bassendean due to their commercial contracts. I believe the tender relates to 3Ravens in a JV and I've been to the 3Ravens in Thornbury, Vic and it's a great venue with an excellent beer club that is community focused

494	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
494.1	N/A

495	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
495.1	This will be great for Bassendean. It would be good if the Town could look at every option to liven up the street.

496	Affected Property: N/A
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Do you support the proposal: Yes	
Summary of Submission	
496.1	So excited!

497	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
497.1	N/A

498	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
498.1	This is a great idea,will increase foot traffic in our town.Looking forward tothis new development soon.All the best.

499	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
499.1	Better off with a menu & cooking of some sort? Hey?!

500	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
500.1	When a venue proposes that there will be food provided by food trucks and neighbouring takeaway venues, this is nothing but a cheap way of avoiding responsible service of alcohol. If you're prepared to make and sell beer, then you should be prepared to make and sell food too. You can't guarantee when external takeaway restaurants/food trucks will be available to provide food. Their business is not your business. This is not a smart choice for any suburb.
500.2	Furthermore, a lack of parking bays and again, the owners relying on other businesses to support them here with theirs?? Just because the owners of this micro-brewery own the freehold to the buildings across the road, does not mean that their tenants across the road should lose customer parking bays to this micro-brewery. Further more, have they even consulted with the Hawaiian group on the use of their bays at the shopping centre? It's bad enough that fans going to a SDFC game use these during footy season on a weekend. I'm absolutely against this development. It's been poorly planned on so many levels and will only cause the community grief.

501	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
501.1	Most definitely

502	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
502.1	Bassendean doesn't need another alcohol establishment. Now that the excitement of the basso pub reopening has died down. Most nights they are pretty quiet, like everywhere else. The parking is a major

issue. Can't expect patrons to walk, train etc. Again look at the basso pub. Train station is on the door step and most patrons drive. We know as we often have our driveway blocked by said patrons.

503 **Affected Property: N/A**

Do you support the proposal: Yes

Summary of Submission

503.1 The more opportunities in this area for local hospitality the better

504 **Affected Property: N/A**

Do you support the proposal: No

Summary of Submission

504.1 I find it difficult to believe the development will not have a detrimental effect on the surrounding areas and streets. One only has to look at James Street since Holly Rayes opened.

There is definitely lack of parking facilities for the development.

505 **Affected Property: N/A**

Do you support the proposal: No

Summary of Submission

505.1 How much alcahole do you want to promote in Bassendean plus there is school acroos the road.

506 **Affected Property: N/A**

Do you support the proposal: No

Summary of Submission

To whom it may concern,
RE: DA 2022-129 - Comment by Affected Landowner Lot 41, 85 Old Perth Rd Bassendean

As an affected landowner, we object to the proposed development on the following basis:

1. the 320 bay shortfall in carparking is extreme and will have a severe impact on access to street parking by other users of the area, particularly as no carbays are allocated for patrons. We also note that no reversing bay is allowed for in the staff carparking indicated. Therefore we would expect a further 1 or 2 bays would be lost to comply with Australian Standards for parking.
2. the weekday hours of operation include from noon Monday to Friday which will overlap with all business operators in Old Perth Road, including our tenant. It is likely that during these hours demand for street carparking on Old Park Road will not be met which will be directly detrimental to our tenant's patronage and business.
3. Is the patronage calculated correctly? There is a total of 240m² internal, and 700m² external (in two areas). The National Construction Code would usually be used as the standard for calculating occupancy numbers and it would, I believe, suggest a much higher number.
4. Toilet numbers are not shown but appear undersupplied. Toilet areas are shown as boxes on the floor plan, with Male and Femal areas being approximately the same size as two 6-seater tables. These would need more detail to demonstrate how many facilities are being provided in such a modest space.
5. Possible noise issues from brewing, food truck fan motors, and patrons in alfresco spaces. We would expect the Town to prepare their own independent Acoustic Report to properly assess the impact on adjacent properties. We confirm that where the development went ahead and the noise exceeds allowable dB levels we would have to make noise complaints on behalf of our tenant. It is therefore in the applicant's and Town's interests that the acoustic impact is thoroughly assessed prior to development occurring.
6. The extent of waste management areas in the application appears undersupplied. The proposal suggests that as they are using Food Trucks there will be minimal waste created on site, but further detail (report) is needed to demonstrate that waste levels are being calculated reasonably and therefore

managed appropriately. Most taverns generate a large volume of waste through beverage containers (glass bottles or plasticware). Where waste has been underestimated it would be difficult to enlarge the bin store at a later date without loss of more on-site carbays.

7. Are permanent food trucks permitted under the scheme? We believe that the applicant should be providing these permanent facilities they need to operate within their floor space. We cannot see any reason they would be allowed to be provided in what is effectively a transportable, and are wary of this becoming a precedent for development in Old Perth Road. We cannot see any way the application can be supported in its current form under the requirements of the current Town Planning Scheme. We are sceptical that even a cash-in-lieu agreement for undersupply carparking could address the loss of amenity. In a situation a large carpark could somehow be provided within 200m of the development there would still be significant parking impacts on other commercial activities in Old Perth Road.

In general, we would suggest that the application lacks sufficient detail to be relied upon. For example, toilet areas are shown as blocks with no pans shown. In our experience service areas (toilets, bars, staff spaces, waste areas) are usually at least one third of the floor area, and often more when serving large alfresco areas. In this application they seem less than one would expect. It may be that a more developed and realistic scheme would need more service space and achieve a lower occupancy number and conversely less car parking and be less of an impact - but we can only comment on what the applicant currently proposes.

We assume that the Bassendean Hotel sets the standard for what level of car parking is required for a tavern operation. If this application is approved with an undersupply of car parking, we would expect that the Bassendean Hotel could subsequently develop their car parking areas leading to a further undersupply of parking in the Town.

Thank you for your time, and please keep us informed of how this assessment progresses.

507	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
507.1	This will attract more people coming to the town centre especially at night time. At the moment, the town centre can feel a bit like ghost town at times. The proposal for the brewery to support local restaurants and cafes by getting their food delivered, and the having food trucks being present outside is brilliant. Another draw card for people living outside of Bassendean to visit as there are people following food trucks around.

508	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
508.1	N/A

509	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
509.1	To many places to buy booze now, 3 bottle shops, the pub and win place all within spitting distance of eachother there is really no need to add to it. Having to put up listing to drunken fights at the train/bus station almost every night , This just further adds to Australia's drinking problem.

510	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
510.1	N/A

511	Affected Property: N/A
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Do you support the proposal: No	
Summary of Submission	
511.1	In summary, while I support the concept of the microbrewery I believe it should have it's own kitchen rather than relying on local food suppliers to provide food. Hence why I don't support the application. As a resident moving to the area, I would be less inclined to order food from the proposed venue under the current proposal. Rather I would attend or eat at the food outlets directly given the venue would have lack of provisions or staff numbers to really support consuming food.
511.2	Without it's kitchen I believe this will lead to a higher level of anti social behaviour around the side streets and surrounding areas due to the limited available parking and increased consumption of alcohol, as people seek out parking bays further away from the venue. This will be further exacerbated as patrons complete for parking spaces around Establishments offering services outside normal business hours or similar hours to the venue like late night food retailers etc
511.3	The capacity of the venue is a concern without proper eating facilities and suggests rather than a specialised boutique venue catering for local residents, it will attract more non- local residents who will be more inclined to stay longer due to the travel leading to increased alcohol consumption and the associated anit-social behaviour.

512	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
512.1	I think it will brink life to a dying street

513	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
513.1	N/A

514	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
514.1	It is a great use of a very underutilised lot and a fantastic addition to Old Perth Road, which at times is dead.

515	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
515.1	1 Liquor licences in the area. There are already several licensed premises in the area. We have ample places to drink in Bassendean and as a community we should be supportive of the existing licensees. A 300 pax venue is excessive for the area regardless of the valid traffic and parking concerns posed by local members of the community. I don't feel the DA does a good enough job of addressing the idea of whether or not they can pose a decent case towards this venue doing good for the comunity or providing something that is lacking.
515.2	2 Waste management. The DA doesn't address the waste a brewery produces. A brewery must have ample waste considerations with regards to industrial trade waste. This is produced by chemicals to clean tanks, wasted beer during filtration and yeast that has to be removed down the drain. Nowhere in the DA does is mention anything about industrial trade waste. There is not considerations for grease traps, or trade waste settling pits. This leads me to believe that they aren't truly aware of the amenities required to install a brewery in a site that isn't currently fit for industrial production.

Either that, or the site is disingenuous in that it isn't in fact a brewery, but merely a front for a brewery that is garnering community support posing as a brewery. The 50sqm proposed brewing area is far too small to house a functional brewery and as such I have suspicions that they will have their beer brewed off site.

Even if say they are brewing on site. Where are they storing their spent grain? The bin area is 2.8m x 6m isn't going to be enough for spent grain tubs as well as the rest of their waste. This needs to be addressed as spent grain is incredibly pungent and the family that lives behind the site will bore the brunt of this.

515.3 3.The noise

Brewery equipment is loud. Even just the compressors that run the refrigeration required for a brewery is loud. Usually these are located on the roof of the building for ease of running of refrigerant lines to several locations within the site (fermentation area, bar, coolrooms, food storage and keg storage). I have worked in 8 breweries, commissioned 3 and if I were the Erceg family who live behind the proposed site I would not want this going ahead. I feel personally like the building would be better served being used for high rise housing. This would far greater serve as a boost to the local community businesses in the area. Plus the site is zoned for high rise as far as I'm aware. For what it's worth I've also looked up the company Co-lab from New Zealand and they seem like less than average operators. Their Instagram has a child pouring a beer, hardly seems appropriate to offer them a liquor licence in our great suburb of Bassendean.

Feel free to contact me regarding breweries and installations. I've got 13 years experience in the industry and this one reeks of issues.

516	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
516.1	<p>If Council wants to revitalise Old Perth Road it should support properly formulated proposals like this. It is a substantial investment and will create employment, new visitors, new spending in Bassendean. The parking shortfall should not cause it to be denied. Most of the parking will be during the evening. One space per patron at maximum usage is over the top and completely unnecessary. Many locals will walk anyway. Now is not the time to use parking to throw it out. Now is the time to seize an opportunity to put the Council's actions squarely where it's stated goals actually are.</p> <p>I am a ratepayer of 16 years standing.</p>

517	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
517.1	<p>I personally think that this will be a fantastic addition to the town. It will bring life back into the high street with many small businesses and eateries benefitting. I have been a similar location in Maylands and it has done wonders to the Eighth avenue precinct.</p>

518	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
518.1	N/A

519	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
519.1	N/A

520	Affected Property: N/A
Do you support the proposal: Yes	

Summary of Submission	
520.1	It will be a long time coming for the town of Bassendean and very much needed a true local brewpub. Bassendean is the gateway to the Swan valley. This so beneficial to have this in the heart of the town, not just for the locals but tourism the first stop before heading to the valley. Plus new jobs new foot traffic on old Perth road.


521	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
521.1	<p>Hello Town of Bassendean</p> <p>Reference is made to your letter regarding application for a proposed Tavern and Use Not Listed (Microbrewery) at the above mentioned property.</p> <p>We as part owners of 34 Hamilton Street Bassendean object to the approval of the application.</p> <p>Regards</p> <p>Peter & Belinda Chwastiak</p>

522	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
522.1	<p>I support the proposed tavern, but have major concerns about there already being a lack of parking in the area.</p> <p>I have provided more information in a attachment sent to mail@bassendean.wa.gov.au, and would be more than happy to arrange a time to discuss in more detail.</p>

523	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
523.1	<p>Hello There,</p> <p>I wish to comment regarding the application for a proposed Tavern at the Lot 145 n° 73-75 Old Perth road.</p> <p>I have been a resident of Bassendean for almost 7 years and must say I have been enjoying my life here, it's a nice place to live and council very active on different fronts to help maintain and revitalise the area.</p> <p>I am very much in favour of this new endeavour, would help business and employment in the town, hopefully establishing as a permanent addition to the current offer.</p> <p>I am only a bit concerned about the lack of parking around the area, with patrons adventuring on neighbouring streets for parking spots,bringing congestion and noise at night time</p> <p>Would it be possible to turn the verge on Hamilton Street into addition parking (cost at the expences of the applicant) so to "keep" patrons close the area?</p> <p>Other option is to work with the Hawaiian shopping centre to allow some spots to be used evening time.</p> <p>Much appreciated for your work.</p>

524	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
524.1	N/A

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525	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
Comment	
525.1	<p>I am in full support of the proposed tavern at 73 Old Perth Road, but have huge concerns of the lack of parking, which is already a major safety concern.</p> <p>I have attached a map and clear markings including comments of the unsafe areas which must be addressed.</p> <p>Regarding 3.5.2 of the proposal, I question the integrity of the study (6.2.3), because there is a large amount of Whitfield Apartment owners who disagree about there being an 'ample supply of on-street parking to accommodate the expected demand'. This will become progressively worse with the future development of the nursing home on the opposite corner along Old Perth Road.</p> <p>I'd be more than happy to schedule a meeting to discuss the concerns marked in the attached.</p> <p>Look forward to hearing your feedback.</p>
 <p>20230103 - Car Parking Consultation</p>	

526	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
526.1	N/A

527	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
527.1	I belive this development will be bring more people to out town and set the scene for further development

528	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
528.1	<p>Supportive of development in LGA.</p> <p>The studies done to support the application, in particular with noise and parking are robust. The avoidance of creation of parking bays that are heat islands is commendable and encouraging alternative transport options or short walks from nearby unused parking areas.</p>
528.2	<p>Environmental considerations were not covered - ie sustainability in terms of water and energy use. Proposal would be more positive if it considered power generation on site and capture of water. Another option is the inclusion of fast growing street trees, such as plane trees along Hamilton st. Perhaps something the council can address?</p>

529	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	

529.1	No parking and noise will be an issue when you live so close
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530	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
530.1	N/A

531	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
531.1	<p>Our home is within the 200m catchment of this proposed development. In general we strongly support the idea as it is another drawcard to our suburb and much welcome revitalisation of Old Perth Road.</p> <p>However our concern is the increase in traffic around the immediate vicinity and potential road safety issue, especially Old Perth Road and Hamilton St intersection, for St Michaels Primary School families at school pick-up time. I see this has been considered in the traffic impact section, however I worry for the safety of the children walking home during this period.</p> <p>But as stated, in general we support this idea and our family looks forward to hopefully enjoying another entertainment venue within walking distance of our home.</p>

532	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
532.1	The strip could do with more venues like this to revitalise the town. With this and the newly opened pub it's a good start. This venue has my full support.

533	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
533.1	<p>I live on Hamilton st.</p> <p>Since the apartments and other rezoning in residential properties parking is a rising issue. Proximity to the station has not resulted in fewer cars, but doubled them due to most blocks now accomodating duplex properties with residents owning not just two cars but also boats, trailers etc. Offen garage areas are used as storage and vehicles parked on the street.</p> <p>On Old Perth road it is difficult to find parking to attend the existing restaurants shops.</p> <p>The proposed brewery will be opposite a aged care facility which already has limited parking. There is already a pub at the other end of Old Perth road and additional alcohol outlets operating late on weekends is not to be encouraged.</p> <p>The town has a history of being family friendly and safe. Wherever alcohol is available safety drops no matter the safeguards promised.</p>

534	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
534.1	<p>Crazy idea. We already have a pub which actually does have parking. This will impose huge parking issues with local residents, create a lot of noise and, result in much antisocial, drunken, behaviour in a residential area. This is not the Bassendean vibe.</p> <p>A development like this is more suited to the light industrial area.</p>

535	Affected Property: N/A
Do you support the proposal: Yes	

Summary of Submission	
535.1	Support subject to adequate parking being provided.

536	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
536.1	I think the Microbrewery has not provided sufficient off street parking for their customers. Where are their customers going to park? The parking across the street where BWS is, is often full of cars as well as street parking for business that cannot provide parking such as Fish and Chip shop, chiropractor, Indian restaurant etc. That intersection is often busy especially in the afternoon when school children are being picked up from school so more cars parked on street parking could be a hazard for children crossing.
536.2	The microbrewery is also next to residential houses, do those residents want all the noise from the microbrewery late at night? Who will ensure the microbrewery abides by the night time noise policy? I like the idea of a microbrewery but think the location isn't suitable for 73 OPR

537	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
Comment	
537.1	I do not believe this is a good fit for Bassendean in this location and will have significant impact on residents around the area, as well as small business.
537.2	335 person capacity yet parking for only 7 cars!! Outrageous. Surely they really don't believe customers will walk or arrive on foot, particularly as a huge amount of clientele will be coming from the northern side of Bassendean, as well as surrounding suburbs.
537.3	A tavern selling beer late into the night, with no appropriate food outlet. Not good. A couple of food vans will not cut it.
537.4	I am completely against this whole concept from a parking point of view, noise, safety for others visiting nearby restaurants, etc. I am sure a business more in keeping with the values of our amazing suburb would be more appropriate in this niche location, not a beer hall!! A definite NO from me!

538	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
538.1	It sounds like a fantastic concept and would help bring life to that section of old Perth road.

539	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
539.1	This is a vibrant and forward thinking usage to revitalise a space that has been vacant for such a long time. It appears to be well thought out and run by experienced operators. Bassendean residents seem to be fantastic at supporting local businesses and Old Perth Road needs as much activation as possible. As a resident that lives within eyesight of the proposed venue (three properties away), I wholeheartedly support it. I am confident the Town will work with the operators to address parking and access to the venue and I have no concerns that this will affect our property.

I am also aware that the members of St Michaels Church may be seeking support to reject this proposal. I understand if their concerns were on a moral basis, however the members of the church make more noise and create greater parking issues than I suggest this venue is likely to. As a neighbor to the church we have become accustomed to noise and activity from 5.45am - 9pm most days of the week. We have no complaints and have learned to work with an respect the coming and going as part of a vibrant town centre.

540 **Affected Property: N/A**

Do you support the proposal: Yes

Summary of Submission

540.1 Testing this survey due to a complaint from a member of the public

541 **Affected Property: 34a Whitfield Street, Bassendean**

Do you support the proposal: Not stated

Summary of Submission

Please accept my submission for comment on Development Application No. 2022-129

[Bassendean Tavern/Microbrewery Proposal – 73 Old Perth Road, Bassendean](#)

I am the owner of 34a Whitfield Street, Bassendean. My property is 26m from the boundary of the above proposal. I purchased this property back in 2000 and have lived here since. During this time, I have seen many changes and improvements in the area, and I am thrilled how the Bassendean township has developed over the years. However, the Bassendean Tavern/Microbrewery proposal has me very alarmed. I have extreme concerns about the following.

541.1 [Rear Alfresco area “Beer Garden” - Noise Levels](#)

- a. **3 m high acoustic walls** on south and western boundary are not enough. There are two double storey homes directly behind 73 Old Perth Road, with all the bedrooms being upstairs. This property backs and sides onto private residences with no other buildings to block the noise. The sound barrier is only on the southern (only the area backing onto the staff carpark) and western side of the Alfresco area. It doesn't include the whole site and around the transportable toilets and bin area.
- b. **Music & Live Music.** Will there be music and live music played in the Alfresco area?
- c. **Noise levels** from having 335 patrons (including families and children) drinking alcohol on that one site will be very loud backing onto private homes.
- d. **Noise/Acoustics – Herring Storer Acoustics Consultants.** How credible is this report? I am no expert, but it appears to me to be flimsy, and they have downplayed the potential noise levels.

541.2 [2. Distance to local private residences](#)

The proposed site is too close to residential properties. I have counted 26 residential properties that are within 100m of the 73 Old Perth Road boundaries. That's not to mention the apartments on Old Perth Road and the nursing home on Hamilton Street. Compared to Bassendean Hotels sunken Beer Garden, the distance to residential properties behind is significantly less. There is a large buffer zone plus with a sunken garden with high walls, the sound is softened to the neighbours at the Bassendean Hotel.

541.3 [3. Parking](#)

- a. No parking for any of the proposed 335 patrons.
- b. Proposed parking that would be available is false and misleading.
- i. **The Hawaiian Groups (cnr Old Perth Road and Whitfield Street).** The shopping centre is open until 9pm Monday to Friday and 5pm Saturday and Sunday. The customers of Dome, Jets Gym, Ozzy Kebabs, Gloria Jeans Coffees, 4Mates Burgers, Chomp 68, Pizza Hut, F45 Training need that parking outside of the shopping centres normal trading hours i.e., after 5pm
- ii. **Bassendean Shopping Centre (cnr Old Perth Road and Hamilton Street).** I am led to believe that many years ago when the current owners developed this site, it was considered to not have enough parking and that the public parking area are the rear of 91 Old Perth Road was to be use offset the shortfall at the shopping centre. The current parking at the shopping centre is difficult to navigate at the best of times. I doubt that the carparking area would comply to current standards along with no disabled parking. They are awkward, dangerous, and always busy with customers parking there to visit the businesses that are already there.
- ii. **Old Perth Road parking** has barely enough parking bays and is already full of customers visiting the businesses that populate the street. In the section between Whitfield and Hamilton Streets, there are 4

takeaway food outlets with patrons and Uber drivers already parking in Whitfield Street south and Hamilton Street south. There is also an existing bar there with patrons coming from far and wide in their motor vehicles.

v. **Hamilton Street north** is already full of residents and visitors to the nursing homes and schools. That they suggest that the Tavern customers will park up to 250m up this street and not the same distance south on Hamilton Street is false and misleading.

v. **Whitfield Street north** is also already full of residents and an overflow for parking for the Hawaiian Group Shopping Centre. That they suggest that people will park up to 300m from front door of the Tavern north on Whitfield Street and not south on Whitfield Street is again false and misleading. Keeping in mind that Whitfield Street has been turned into Safe Active Street from Guildford Road through to Sandy Beach reserve, so the parking has been significantly reduced already.

i. **Palmerston Street** has not been included in the proposal. This is false and misleading to suggest that people won't try to find the closest parking area in the residential areas. Palmerston Street is a busy back road for many residents.

No parking bay for customers purchasing takeaway liquor that they plan on selling.

Staff parking numbers don't account for the staff that will need to run the food vans

Parking vehicle loading. Is this a public access area as well into the Alfresco area. This would be very dangerous less there were specified loading times out of bar trading times.

No disability parking on this site or at the shops across the road or on Old Perth Road. Who will be responsible for this?

Policing the parking problems.

i. The town doesn't police the dangerous illegal parking that is occurring on the corner of Whitfield Street and Old Perth Road with delivery and pickups from the local businesses.

ii. The town doesn't police the dangerous parking of delivery trucks in Hamilton Street.

ii. What is the town going to do about these existing problems before they consider allowing more business to add to the dangerous situation that we already have.

Traffic/Parking – Stantec

i. Suggested parking in the local area is misleading. There will be far more patrons using the quiet back streets south of Old Perth Road and creeping into the residential area and surround Palmerston Reserve. A better representation would have been to compare how the customers arrive and leave the Bassendean Hotel, the Rose & Crown Hotel, and the Guildford Hotel. They all have proximity to the train. The Bassendean Hotel and the Rose & Crown Hotel both offer onsite parking but still have patron's cars crawling into every vacant space within 200m of the premises. The Guildford Hotel has very little parking so patrons use a large vacant block behind the hotel and still park cars into every vacant space within 200m.

ii. Trip distribution is false and misleading. The town is aware of the traffic jam that is created in Hamilton Street with patrons entering and exiting Bassendean Shopping Centre plus the trucks attempting to do deliveries but end up parking in the street. This will be made worse again with trucks doing deliveries and rubbish collection.

ii. Stantec conclusion "Overall, the proposed development is not anticipated to have a material impact on the traffic operations of the surrounding road network" – This conclusion is false and a complete misrepresentation of the truth.

541.4 [Toilets.](#)

The toilets are located on rear boundary next to private residences. There is no sound barrier.

No disability toilet. This is against the State Planning Commission regulations.

Transportable toilets. This is cheap and shabby and surely could only be ever considered temporary. Temporary for how long?

I have assumed that the transportable toilets would be plumbed into the deep sewerage and there won't be any tanks that need emptying. So again, I assume, the location of the toilets is the cheapest option.

541.5 [Rubbish removal.](#)

Located on rear boundary next to private residences. There is no sound and odour barrier.

Need commercial bins and not wheelie bins. There will be a huge amount of rubbish generated with all the takeaway containers for the food served and delivered to patrons on site.

What are the applicants plans for recycling?
Difficult access to bins to be filled and emptied.

541.6 Consumption of alcohol on the Hamilton Street verge.

Some of the plans show tables and chairs on the verge and other don't. What do they intend to do?

541.7 Children's play area v's Palmerston Reserve Playground

Some of the plans show a play area inside the building and other plans don't. What do they intend to do? If the children's play area doesn't go ahead inside the building, then parents will make a well-worn track to the new playground on Palmerston Reserve.

There are enough problems with disorderly behaviour in the park. So, we don't want to add to the mix. Having intoxicated parents which tend to not supervise their children so closely and intoxicated patrons having a lark in the playground, will make a dangerous and toxic mix for the local community.

541.8 Smoking area.

Where will there be a designated smoking area?

541.9 No onsite permanent kitchen

541.10 Food vans.

This is cheap and shabby alternative. It will bring in rodents scrounging for scraps. How will the health standards be maintained?

Usually, food vans are on the move at different locations each day/week. How often will the vans move?

They don't have adequate commercial grade exhaust systems so will create and more spread odours to neighbours.

On busy weekends they would require extra refrigeration for food, which will take up more space and create more noise.

Will these food vans and refrigeration be powered on site or run-on generators. If they run on generators, this will create more noise and pollution.

Food served in takeaway containers generates huge quantities of rubbish and waste. Will the waste be separated and recycled? If they don't serve the food in takeaway containers, there won't be enough space to wash dishes in the food vans

541.11 Local businesses delivering food.

Though great for some local small businesses who have invested in proper commercial kitchens.

Again, it will generate a mountain of waste from the takeaway containers.

Traffic hazards with people crossing roads and vehicles parking to deliver food to the tavern.

Conclusion

This is a budget proposal that will not enhance the Town of Bassendean. The owners of 73 Old Perth Road also own 28 Hamilton Street (directly across the road) and the Bassendean Shopping Centre plus numerous other commercial properties in Old Perth Road. They have a history of poor maintenance on their buildings which has slowed down the development of the Old Perth Road precinct. It is very apparent to me that they have no intension of spending money and investing adequately in the property. The use of transportable toilets and food vans is a cheap budget alternative and does nothing to enhance the development.

If the owners were serious about the proposal they would be investing in proper ablutions, commercial kitchen, remove the rear alfresco area, create customer parking and extending the building to accommodate ttheir plans. They need to reduce the numbers of patrons so that they have room to accommodate proper facilities. This would ensure that there is little disruption to the local residents, and it could then maybe it could become an asset to the area.

The area already has sufficient liquor licenses including next door at the Cork & Bottle, that are currently operating. Increasing the level of consumption of alcohol without proper food service will only attract more riffraff to the area. It will have a massive impact on the quality of lives for the local residents who live within 200m of the development. Not to mention depreciate the value of those homes. Crime in the area is on a steep incline and this will only attract more vermin and problems.

The Town of Bassendean is a unique town with an aging population but also attracting young families to the area. We must step forward carefully in welcoming new businesses to the area that in alignment with the community values. Go back to the drawing board team.

542 Affected Property: N/A

Do you support the proposal: Yes

Summary of Submission

542.1 It will be another step in providing life to a street that desperately needs it.

543 Affected Property: N/A

Do you support the proposal: No

Summary of Submission

RE: Development Application Ref #2022-129

Dear Sir,

I think the above development proposal should be rejected on so many counts that it is totally unsuitable for Bassendean.

543.1 1 There is no provision for parking. With the proposed possible capacity of over 300 people, this proposal would totally swamp the surrounding area and deprive many small businesses, struggling to survive, without anywhere convenient to park. The catering businesses, in particular, have suffered through the pandemic. I have over 40 years experience in the hospitality business, 30 as an owner of a catering concern, and know how customers could be deterred by having nowhere to park close enough and also by the noise generated if this proposal was granted permission.

543.2 2 The plan seems to indicate this proposal is mainly for an outdoor venue with limited indoor seating. The noise factor could be overpowering, particularly at night. With no catering facilities this is just going to be an old-fashioned "boozer " , which in my experience does not attract the most desirable clientele! If there are food deliveries, how are the delivery drivers to locate their customers? Where will all the excess packaging end up? Bassendean is generally a very tidy town with minimal street rubbish, but where there is any, it has usually come from a food outlet! The town is also quiet, particularly at night and this development could destroy the peace and severely disrupt the lives of many residents.

543.3 3 There are empty catering premises in the town. The recent re-opening of The Bassendean Hotel and the improvements at The Cork and Bottle negate any need for this development.

Please reject this proposal. Thank you.

544 Affected Property: N/A

Do you support the proposal: Yes

Summary of Submission

544.1 Will be another key step in the much needed revitalisation of Old Perth Road.

545 Affected Property: N/A

Do you support the proposal: No

Summary of Submission

545.1 I am a frequent visitor to Hamilton St, as we have friends who live on the section between OPR and Palmerston. Often, when we visit on Friday and Saturday nights when the take-away shops/restaurants and small bar are open, we struggle to get parking in the area during these times. There is also a lot of illegal parking in the area, none of which seems to attract any attention from TOB rangers.

I am also worried about the noise from this site. There are residents extremely close to the site. I think an open

courtyard at the rear of the building will create a lot of noise for nearby residents. I know many of them have lived in the area for years and are used to the noise and traffic from the nearby-by retail area but it seems unfair to now let a 350 patron microbrewery open up right beside their homes. It's like changing the rules once the game has started.

546	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
546.1	<p>My wife and I, along with our children, are frequent visitors to the suburb. One of the things we love about visiting Bassendean is the "green" and family nature of the suburb e.g. lots of mature trees, easy access to the river, lots of parks, lots of family activities and the strong encouragement to physically engage with all of this.</p> <p>However, this development proposal seems at odds with the feel of Bassendean. It can hardly be described as a "family friendly" venue, given it sells ONLY alcohol and has no (or only a small) children's play area. While ordering in take-away food and having food trucks can loosely be described as "innovative", it is actually a cheap way for the developers to say they are providing food at the venue, at no cost to them. The sale of food won't be a priority for the developers as they will not profit from it. So it becomes a drinking place only. Hardly "family friendly" !</p> <p>Also it is right next to residential homes and will cause parking issues and noise problems for the residents.</p>

547	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
547.1	This is going to be fantastic. Old Perth road keeps getting better and better.

548	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
548.1	<p>Love the idea of bringing even more life into our community. Could we reserve the parking bays on opr for the business like old trout and rani palace?</p> <p>Could it be ok for patrons to... bring in food from these and other local venues...? If they aren't going ro be serving their own food.</p>

549	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
549.1	<p>This is a great idea and will bring more people into the Old Perth Road area to the benefit of the businesses located there. Great initiative - well done, lets hope it gets up!</p> <p>Cheers</p>

550	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
550.1	<p>A decent proposal and idea – which I'm not entirely in opposition to – but I noted that the acoustic assessment did not factor in the 52-seat alfresco on Old Perth Road. Surely noise ingress needs to be assessed for the residents at 80 and 85 Old Perth Road. I noted that the distance from the proposed front alfresco to the east apartments at 85 Old Perth Road is quite similar to the residents on Hamilton Street from the rear alfresco. How will noise be managed on the Old Perth Road Alfresco?</p>

Whilst the idea of ordering food from surrounding local businesses is lovely – I am concerned about the volume of additional food delivery services during peak times. With no clear 'drop-off zone' I fear this will cause traffic and parking issues in the vicinity. I'd suggest sacrificing a staff parking bay for a drop-off bay.

I'd be happy to support the proposal if a noise impact study was completed in regard to the front alfresco and appropriate solutions was found.

551	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
551.1	I feel it would be a great addition to the town and further enhance the Old Perth Road precinct. Maybe if the town or the venue provided additional scooter or E-bike parking options that would reduce the parking requirements further

552	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
552.1	It will be a great addition to the area and will bring much needed foot traffic to the businesses that surround the proposed location.

553	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
553.1	No reason given.

554	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
554.1	No reason given.

555	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
555.1	No reason given.

556	Affected Property: 29 Hamilton Street, Bassendean
Do you support the proposal: No	
Summary of Submission	
We purchased our property at 29 Hamilton Street Bassendean in 2002 understanding the bordering property was used as a commercial premises. This was operated as a hardware store for the majority of our time here and following that a sign making shop. We are not averse to having a commercial neighbour. We recognise that our Residential zoned property is adjacent to the Town Centre zone however, we are averse to the impact a very low budget high volume bar/night drinking establishment and all the ensuing issues that it will bring to both us and our community.	
We do not believe that due consideration has been given to the land use interface issues between this proposal and the neighboring residential zone. As a result, this proposal will have a significant negative impact on established residential properties such as ours.	
We are extremely aware that the opportunity to correct the problems once an establishment of this magnitude is in place are very slim. For this reason, we want to highlight the problems and inconsistencies identified in	

<p>the proposal that has been submitted, which we believe to be matters directly relevant to the planning assessment.</p>
<p>The impact on us as the nearest immediate residential neighbour is big but the proposal would be a disaster for local businesses and community ambience/safety within a wide area.</p>
<p>The gross inadequacy of parking provision is a very significant issue.</p>
<p>The suggestion that many customers will use public transport is ludicrous and unsupported by evidence. The tavern will create overflow into existing commercial and street parking - destroying small local businesses and their customer base. This would particularly affect evening trade for businesses when the tavern gets busy. Also peak periods during the day when the tavern has functions – Ocktoberfest, Christmas lunches; Melbourne Cup day, Sports gameday telecasts etc</p>
<p>Community safety, noise and amenity impact of the street parking overflow:</p>
<p>The Stantec Transport Impact Assessment (TIA) shows “spare” street parking capacity at the northern end of Hamilton Street closer to Guildford Road. This is not “spare” as it is regularly used by visitors of the Aegis Aged Care, St Michaels School, Casa Mia Montessori School, the Catholic Church and visitors to homes in that area. This will directly impact the residents of Aegis Aged Care, by competing with their visitor parking.</p>
<p>The TIA also claimed off-street parking would be readily available at the Hawaiian and Rossi shopping centres. But we understand these are private parking specifically provided to support those business and cannot simply be claimed by the proponents.</p>
<p>Patrons will inevitably park closest to the venue rather than walk the couple of blocks from the Wilson Street carpark or the Hawaiian shopping centre. The Rossi shopping centre parking already gets heavily used to service those small business tenants, particularly in the evenings during the proposed Taverns busy periods – see attached photo’s taken on the evening of Friday 16 December 2022.</p>
<p>Parking on both sides of the road on Hamilton Street will become congested and dangerous. Particularly parking on the verge around Palmerston Square Park on weekends which will directly endanger children and negatively affect community access and ambience. It will also dramatically affect the ready street parking access for the smaller takeaway food businesses along the strip.</p>
<p>The consultancy reports are not objectively credible and are clearly written to support their client’s proposal. They heavily rely on assertion or irrelevant comparisons - like midweek and mid-winter parking usage. The “cut and paste” nature of the reports is demonstrated by the caption that Figure 2.6 in the Transport Report “illustrates the crash locations and their intensity along Stirling Highway and Glyde Street”. (Taken from a Mosman Park rather than Bassendean study?). Given the substantial deviation in this proposal from current requirements (a shortfall of 320 public parking bays), it is imperative that the transport reports instill confidence and can be relied upon</p>
<p>This also follows for their Noise Impact Assessment (NIA) as it claims that the house located across the street at 28 Hamilton Street would be more adversely affected by the noise of the venue than ours located on its southern border and only 2m inside the boundary fence. This is very convenient to their claims because this house is owned by the applicant! (NIA, Table 4.1 page 85)</p>
<p>The development would be a net drain on council resources with more ranger hours needed to police parking and noise issues after hours. The open space nature of the venue means it is not readily self-contained and self-policing as hotels and other licensed premises are.</p>
<p>The access via the 2 crossovers on Hamilton Street is unsafe on a small residential street and close to a corner. The TIA consultant’s report talks about space for forward exit. That does not seem viable in the space for food trucks as evidenced by the swept path shown in the TIA. Many are towed caravans. How will they enter and exit with a fence on the southern end? They will not be able to back around at night as this is the access area for patrons between the bar and the alfresco area which is also depicted as being full of tables! Their reversing beepers will also cause sleeping issues for us with bedrooms located directly above this area.</p>
<p>Similarly, the bin area looks small with limited access only from the staff car park. If these are commercial waste bins how and where will they be collected? Will large bin trucks also be reversing in and out with beepers to collect them generating more noise outside the supposed and ineffective acoustic barrier? Not to mention the noise of empty beer and beverage containers being dumped by staff into these bins after closing times of 10pm weekdays and midnight on weekends!</p>

<p>The staff parking bays look too tight to maneuver into and out of. The end bay in particular has limited space for turning to exit forward with the swept path suggesting it will need to contact the proposed acoustic barrier to do so.</p>
<p>Noise and smells are a huge concern specifically to our property as there is no buffer zone between this proposal and our immediate living space. Our bedroom is located only 2m from the property boundary fence and directly over the proposed outdoor ablution block, rubbish - recycling disposal area, staff parking and outdoor beer garden.</p>
<p>The proposed acoustic barrier will be completely ineffective for mitigating noise to our sleeping and living areas. The floor level of our second storey is 3.5m above the ground. Our bedroom windows are well above the level of the proposed acoustic barrier.</p>
<p>The location of the refuse and transportable outdoor toilets will affect us with smells as well as noise and there is no mention in the proposal of these issues. The only option would be to move the toilets inside the main building and enclose the outdoor area to ensure it is sound and smell proof. This is what occurred with the Cork and Bottle development where a bricked in function room was built at the rear rather than an open alfresco area as originally proposed.</p>
<p>There is nothing in the proposal that will prevent smokers from congregating around the outdoor toilets, on the Hamilton St verge, or in the staff car parking area with the fumes also entering our sleeping area.</p>
<p>We cannot find a microbrewery / Tavern of this size that does not have a buffer zone from residential homes. We have serious concerns about how the noise can be effectively mitigated? How will the Town of Bassendean ensure that acceptable levels of noise are maintained after hours. Will there be someone we can call when issues arise no matter the time?</p>
<p>Breweries generate significant waste water and waste products. The proposal implies waste product collection by truck. Are the building's current waste water, heat, safety and disposal arrangements satisfactory within the existing drains and plumbing? Our property is lower than the site and the location of the Water Corporation easement. The application does not address this.</p>
<p>The brewery area looks small and in an open location behind the bar. Are noise and safety provisions satisfactory with pumps and a commercial production process? Most microbreweries we have seen have been in a separate contained room within the facility.</p>
<p>Access at multiple points will make crowd control and security a safety nightmare. There will be access via Old Perth Road to the bar area and then via 2 doors to the alfresco area. Similarly, from the Hamilton Street open access to both the bar and alfresco area is proposed. How will this be managed?</p>
<p>There is no access point to the bin area except along the public footpath to Hamilton Street. Based on the proposal as designed, would general rubbish from the bar areas and food trucks be allowed to be transported along public thoroughfares?</p>
<p>There is no provision for the delivery drivers to bring the "order in food" to the hundreds of patrons. If they are to stop in the middle of Hamilton Street like the truck drivers delivering goods to the Rossi Shopping area currently do, this will exacerbate the issues already at hand.</p>
<p>The amount of rubbish from takeaway food is an environmental concern, Society is trying to curb the use of single use products and this proposal is glorifying and promoting them. It does not fit into Bassendean's eco green reputation and image.</p>
<p>The proposal is clearly the lowest possible cost model to generate maximum revenue for the site owner. The sole driver is profit and not "enhancing economic and social activity while serving as a valuable meeting point for the wider community" as the proposal suggests.</p>
<p>It utilises the existing building with only basic internal fit-out improvements. The site works on the open land at the southern end are minimal with basic fencing; a transportable toilet block and no roofing</p>
<p>There is no kitchen or cleaning area with "food trucks" and "order-in" presented as an innovation, rather than a no-cost way to feed patrons. Presumably the food truck provision will be contracted out. Waste disposal and safe exit at night provisions for food trucks are not specified in the proposal, nor are noise (use of generators) and lights from food trucks. If the safe drinking policy of having food available for patrons consuming alcohol is to be taken seriously, then the food trucks become an integral component of the development, and their location and operational elements need to be fully assessed.</p>
<p>The proposal asks Council to approve only 7 parking bays (all for staff) with a shortfall of 320 public parking bays under the Town's Local Planning requirements. By contrast the Bassendean Hotel had a recent \$7M redevelopment by Australian Venue Co that preserved its heritage value and invested enormously in land, lights, paving and security for a large parking area for patrons. Council approval of the Microbrewery/Tavern proposal would allow a competitor to play by different rules to undermine AVC's business model, their bar/food trade and a substantial positive investment in the local community.</p>

While fair competition between businesses is understood and accepted, the 335 patron tavern would generate parking demands that crowd out the many small businesses (shops and food venues) in the surrounding area along Old Perth Road. This would apply particularly in the evening and at night when the tavern would be busiest, and most particularly when there are day time functions catering for large numbers as previously highlighted. The same applies to businesses in the Hawaiian Shopping Centre that operate at night (Coles, Dome, 4 Mates Bassendean, Chomp 68, Jett Fitness) when the proposal envisages overflow parking needs from the tavern.

The Microbrewery/Tavern proposal in its current form is inimical to the community friendly development character of other businesses in the area like Bassendean Hotel, Holly Rayes, Cork and Bottle and the many professional offices and small businesses.

We do not believe that Amenity and Safety design principles for occupants, visitors and neighbours, such as ourselves, can be addressed by bland statements such as “through the inclusion of a 3m high acoustic barrier”, or “retention of mature trees on Old Perth Road frontage” (which are in the Town road reserve in any case), or through “passive surveillance” along Old Perth Rd and Hamilton St due to use of “external alfresco areas and permeable windows”!

As long term residents of the Town of Bassendean, we are very supportive of positive development proposals that enhance the livability and vibrancy of town centre areas and benefit residents, small businesses and the Towns economic and social future.

We do not believe this proposal will deliver good long term outcomes. Rather, it suggests considerable management and compliance challenges, as well as very limited consideration to the land use interface issues for neighboring residential properties such as ours.

557 **Affected Property: N/A**

Do you support the proposal: No

Summary of Submission	Comment
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<p>To whom it may concern,</p> <p>Attached please find our comment for the proposed tavern and use not listed (Microbrewery) (Lot 145), No.73-75 Old Perth Road, Bassendean Ref 2022-129.</p> <p>We trust the council will give serious consideration to the above comments.</p> <p>Thank you for your attention.</p> <p>557.1 In consultation with parishioners at St Joseph’s Church, Bassendean I wish to submit the following comments in reference to the above development proposal:</p> <p>Given the very recent redevelopment of the Bassendean Hotel and the imminent reopening / changes to the Cork and Bottle wine bar, allowing another alcohol-centred venue in the vicinity of these establishments will very significantly mark this section of Old Perth Road as a liquor-based adult entertainment area; very much at odds with the existing predominant use of the area as one for mixed retail and services co-existing with the 3 primary schools and aged/community services in close proximity. It will fundamentally change the tenor of the area, tipping it in a direction which may not easily co-exist with existing tenants and use.</p> <p>The suggested maximum occupancy of 335 will cause considerable congestion. Genuine safety concerns need to be held for children travelling to and from the 3 schools in the area and for visitors to the community services in the area, including the many elderly and mobility-impaired visitors to St Joseph’s. This is an area with periodically dense bicycle, scooter and pedestrian traffic and continual sporadic use by the elderly and infirm.</p> <p>Trading hours would overlap with funerals, weddings and other religious services conducted at St Joseph’s throughout the week. Moreover, St Joseph’s is home to one of the very few centres of perpetual adoration in Western Australia. As well as those occasions demanding reverence and respect, such as funerals held throughout the week, there is a constant – 24 hours a day, 7 days a week, 365 days a year – presence of adorers at a chapel adjacent to the church. This use is of considerable tenure and a vital part of the spiritual life of our parish.</p>	
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The bruited 320 vehicle bay shortfall is very concerning. Existing parking along Hamilton Street is already shared between St Michael's Primary School, Casa Mia Montessori School and the Aegis aged care facility. The 7 bays allocated as part of the development proposal is some considerable distance from what will be required should the proposed development be in any way successful. Over and above the very real safety and amenity concerns detailed above, the impost on existing shared parking – especially at the key afternoon pick-up periods and for major events such as weddings and funerals – is untenable.

I trust council will give serious consideration to the above comments.

558 Affected Property: N/A

Do you support the proposal: Yes

Summary of Submission

558.1 No reason given.

559 Affected Property: N/A

Do you support the proposal: No

Summary of Submission

559.1 I write regarding the Tavern with lack of parking which is of great concern. New projects are good for the town, but developments should meet the correct building criteria. In this instance, there is a shortfall of 320 parking bays.

At present the parking opposite my house is nearly always full with cars especially when the school is operational. My family often visit and are unable to find parking. Also with the open air cinema, the parking opposite my house is often used by the patrons.

The noise factor also could cause another problem to residents when patrons are walking or driving home.

560 Affected Property: N/A

Do you support the proposal: No

Summary of Submission

560.1 As residents of Whitfield Street, in the immediate vicinity of the proposed Tavern/Microbrewery, we strongly object to the development application for the following reasons:

1. The "320-vehicle bay shortfall." This is an alarming congestion issue for residents and established businesses in the surrounding streets.
2. The noise disturbance to local residents. We do not believe the installation of an acoustic wall would be sufficient and it would be an eyesore to residents. Also the noise created by patrons leaving the premises at 10pm on Sunday to Thursday, and 12am on Friday and Saturday nights, will be extremely unwelcome for all those residing in the immediate vicinity.
3. Local residents are already subjected to anti social behaviour, particularly near Palmerston Park, on a regular basis. The granting of another liquor licence in the area may exacerbate this issue.
4. The proposed tavern and brewery may have an adverse effect on licenced venues that have recently invested heavily in our community and we do not believe the community can support another licenced venue.

Please consider the residents of the surrounding area when reviewing this proposal.

561 Affected Property: N/A

Do you support the proposal: No

Summary of Submission

561.1 Hi Bassendean Council

I have been a long term resident of Whitfield Street, Bassendean for over 22 years and this is the first time I have raised an objection to anything council wise in that time. I generally fully approve of the changes and modifications the council has done in the 1/4 century I have been here, but I cannot fathom the sense of this application at any level and I would wish the Council dismissed it.

The newly open Bassendean Hotel more than adequately serves our region and other places like the Cork and Bottle and even venues like 4 Mates burger bar serves a range of beers, so I can not see the need for another drinking venue and particularly on this scale. The extended opening hours over the weekend will not suit me as a resident and the lack of parking is going to produce all sorts of issues, certainly overspilling onto the newly renovated park on the corner that is now enjoying a steady stream of toddlers and younger children. To introduce inebriated people to be reversing out from an area with young children coming and going (and more often walking with prams etc along the road and verge) is an accident waiting to happen.

I have experienced the smell that comes from brewing beer and that's not pleasant at 8am in the morning as it wafts across the shopping centre car park and the noise of aluminium barrels and large trucks with deliveries etc . And all this will benefit nobody, except the owner selling cheaply made product at inflated market prices with the angle "Locally made and brewed and sold here on site, because we couldn't give it away anywhere else".

To summarise, I am against this proposal on many basic common sense grounds and will be more than disappointed with the Council if they cannot also see, this does not fit the direction the town centre should be moving in.

562 Affected Property: N/A

Do you support the proposal: No

Summary of Submission

562.1 Please don't bring more alcoholics into Bassendean, why another place selling alcohol when there are so many young families around, why not a child friendly eatery/ cafe and more family friendly place,
A place where people go to drink often results in a big increase in noise, the more intoxicated people are the louder they get, with so many young families we need quiet at night not party noise.
With the park so close there is an increased risk of broken bottles kids play in that park often bare foot, please for so many reasons don't let this happen!!!
Thankyou for hearing our concerns

563 Affected Property: N/A

Do you support the proposal: No

Summary of Submission

563.1 In essence I do support the proposal but I feel In its current format it will raise some big issues that would need to be solved first
1 . Lack of parking
2. Not keen on food trucks / need to have a proper kitchen
3. I am concerned for the close by residents re noise from the venue and it's patrons
4. Needs further discussion before gets the go ahead

564 Affected Property: N/A

Do you support the proposal: No

Summary of Submission

564.1 we are owners and living in a unit at 85 old perth road apartment on the same street as the proposed microbrewery.
we strongly object to the development as we are enjoying the serenity and low to no unwanted social activities or behaviour even though we are right smack in the town . we want to keep the peace and serenity of this area as we are living amongst , a pre school, retirement village, library and surely we didn't expect an elected representative by the local residents here to proposed such a business that doesn't seem to even blend in to our town environment!

NAY TO THE MICROBREWERY! NO THANKS!

565	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
565.1 In its current form I feel as though the proposal needs a little more work. The provision of parking and traffic flow in the neighbourhood is a particular concern and the lack of a proper kitchen is another.	

566	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
566.1 Hi, Just to let you know, I personally think the plans for the new brewery/tavern in town is a great idea and will be very beneficial to the local area. As a local resident, I 100% support this proposal. Thanks,	

567	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
567.1 I don't support the proposed Tavern and microbrewery. First of all, there is not adequate parking for such a venue and this will cause safety issues on Hamilton street, Palmerston street, Whitfield street, Old Perth Road and all nearby streets. Secondly, I also have concern about noise issues, vandalism and more drunk people walking down the street. Since the pub on Old Perth Rd reopened we have had a lot more drunk people walking down Hamilton street. I see no reason to add to this problem further by opening a tavern and microbrewery as well. There are already two drinking establishments on Old Perth Rd, one right next to the proposed tavern. One of the things many of the locals, including myself, like about living in this part of Bassendean is that it is relatively peaceful.	

568	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
568.1 TO OUR ELECTED LOCAL COUNCIL MEMBERS My husband and I are strongly opposed to the above said project development in our township. We live in a unit at 85 Old Perth Road and are very happy with the current business and living environment which provides a peaceful, harmonious even low traffic noise and more importantly none to low unwanted social behaviour from living right in the town itself.	

569	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	Comment
I feel I am doomed if I comment and doomed if I don't, because you are asking for comments on a proposed application put forward by my landlady. I assume that the responses are to be made public and not anonymous, so I have thought long and hard about voicing my concerns. I feel I would be doing an injustice to myself as a local business owner, existing businesses, and the Bassendean community if I didn't put my views forward. I feel that other tenants may not wish to voice their concerns for fear of repercussions if unfavorable comments were made, and this is the problem of people getting away with proposals, that may not be in the best interests of others.	

I believe Bassendean is a great area with good community spirit however when I opened my business in November I did not realise what I was up against. I am disgusted with the antisocial behaviour that I encounter everyday from alcohol, drug use and mental health issues. Alcohol is escalating this anti-social behaviour is proving detrimental to my business.

It is a small percentage of the community that act in this way but the abusive behaviour, theft, and lack of respect needs to be acknowledged. I was naive to the extent of this issue in Bassendean.

I am located opposite the proposed site, and I feel they also will incur these issues. It is not nice to have to move these people on, nor do I feel I should have to, but I am tired of them begging for money from my clients/customers and myself. They can be irruptive, abusive and they need help. They are often homeless. At times I have felt threatened. In the two months I have operated the business here I have seen this issue increase not decrease. How would the proposed Tavern address this behaviour and these people?

Does Bassendean need more venues where alcohol is sold: especially on Old Perth Rd? I have concerns as to what affect the proposed business may have on the school children, the child care centre users and the nursing home residents who may be put at risk by drink drivers, increase traffic and predators. What example are we setting for the youth of today? We have community objections for fast food outlets near schools and yet there are several alcohol premises a stones throw away from these places and they are operating during school hours, yet many feel this proposal is a good idea.

The notice states there would be a 320 car park short fall. That number seems high but somewhere through research that is the recommended number. It would be ludicrous to expect a small business to provide that many car parks, especially on an existing site, however seven carparks falls way too short and I think to overlook this is very short sighted.

It is not clear if the food trucks are given two parks or whether it comes out of the allocated seven. The premises will have to have staff and no doubt they will take some parks so how many actual client parking bays are provided? I see no provision for disabled parking.

I have relocated from Guildford where the exact issue occurred on the corner of James and Johnson St. Twenty units, potential twenty businesses and only 3 allocated visitor car parks and 1 disabled carpark. I continually heard "saw your business wanted to stop but no parking," "Where do you park etc etc?" I believe more apartments are earmarked for the property across the road, again high population, secure limited parking for residents but how many carparks will be allocated for guests.

These are the long time issues that arise when shortcuts are taken to accommodate the WOW that sounds amazing! How good would that place be? But no one I have spoken to has taken this issue seriously. "We can walk" said one. What in high heat, rainy days or late at night?

I do not want the carpark allocated to the shopping centre my business is in to be jeopardized by Tavern patrons. I have been here two months and already my parked car has been hit three times. It is a poorly designed car park and it is not safe. Added traffic will make it even more dangerous.

Those parks are for the centre. I believe come footy season it is near impossible for customers to get a park in the car park. We shouldn't have to compete to get parking spaces because the Tavern has none. The school, the nursing home and footy drivers utilize the shopping centre carpark already. The seven parking bays are nowhere near enough. Already those spaces are being taken.

It is not appropriate to assume it is okay to use the Hawaiian Shopping Centre. The Centre has done what it needed to do to abide by it's obligation, so it is not right to assume that patrons could use those parking spaces. I also believe there isn't that many empty spaces during trading hours anyway.

Food trucks. How are they monitored are they within the property boundaries or are they street vendors? Can anyone utilize them or are they only for patrons? Food vans use disposable packaging so again how /who is responsible for fly away litter? I have enough of that already at the centre. This is another way to offset the obligations to obtain a liquor license which have been put into place for very good reasons and should not be bypassed. (Is this a golden handshake deal? I hope not.)

My last enquiry is about the fermenting process. Does the fermenting or the brewing process at any time emit a smell? I wish to thank you for the opportunity to put forward more concerns but I am yet to see someone who tries to take shortcuts, not create greater issues long term.

This is not a letter of prejudice or personal bias.

570	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
<p>570.1 A quick look at the map of the affected area you have provided shows a number of issues.</p> <p>First and foremost a longterm resident with a substantial house and pool, is going to loose out with a tavern right next to their house. That's not fair.</p> <p>Secondly, and again an obvious issue, is the lack of parking. There seems to be no planning for the inevitable increase in cars. Someone made a ridiculous comment patrons would walk or ride scooters! That's simply idiotic!</p> <p>The newly renovated Palmerston Park is packed with families on the weekend and yes it makes driving down Hamilton St an issue. But the obvious enjoyment of so many mums, dads and kids means that it has to be accepted.</p> <p>Where will people park for the tavern? In BWS / Basso Pizzas area? How will these local businesses cope? There's minimal parking along Old Perth Rd already. I go to the doctors nearby the Council Chambers and parking is again limited. One ACROD Bay for a busy practice with 3 doctors is poor planning. And at any time of day 3 to 4 parking spaces are taken up by the Council Rangers!!!</p> <p>The Bassendean Hotel had to provide parking for patrons, but even that is hard to get into on weekends.</p> <p>It is disappointing to see the lack of planning and thought that comes with this proposal. The Whitfield modifications are pretty woeful. I don't see any increase in foot traffic or public ammentiy along it, it seems to carry the same as the unmodified Hamilton ST. The road around Coles is now an issue in terms of cars parking and passing each other. I can't help but feel there is a legal issue coming - the changes have made the area more dangerous in my opinion. I use that area daily.</p> <p>Both the Tavern idea and Whitfield St. are really clear examples of a lack of thought and planning. I would disappointed to see the Taven go ahead. It would ruin the local area.</p> <p>Answer a simple, a really simple question, an answer based on investigation and research - how will the Tavern proposal benefit the Bassendean community?</p> <p>Ask the surrounding local businesses, the old peoples home, the local school, residents and others using the area! Make public and transparent the results of the research! What does the local community think? Pay attention to those comments! What is the benefit for those groups? Not the individuals behind the proposal making money!!</p> <p>Really a disappointing, and as far as I can tell an unsupported proposal for our area.</p>	

571	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
<p>571.1 This will enhance the vibrancy of the Bassendean community, provide more local jobs and trade for neighbouring businesses.</p> <p>Thumbs up.</p>	

572	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
<p>As seven year residents of 85 Old Perth Road (and rate payers for over 65 years)we have seen and experienced this area first hand and believe we have an insight into how this will effect the area.Already traffic at times is quite congested and parking is a problem on many occasions. The unique Bassendean village atmosphere and the following will defiantly be negatively effected as the proposed tavern is not in harmony with this delightful precinct.</p> <p>1 Present small businesses who have no guarantee that they will benefit financially.</p>	

<p>2 Present aged care residents, plus the residents who will live in the additions being presently undertaken.</p> <p>3 School children their parents and church community.</p> <p>4 Families on evening strolls with children and/or friends.</p> <p>5 People using the delightful facilities of Palmerston Square.</p> <p>6 Residents of WHITFIELD and 85 OPR Apartments and householders nearby.</p> <p>Not to mention the noise and food smells from the mobile food preparations.</p> <p>We are not against commercial developments in appropriate areas and trust that the council will seriously consider the views of those who will be most negatively affected.</p>
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573	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
<p>Old Perth Road is developing into a beautiful village style niche High Street precinct, patronised by local families and local working professionals, This type of development is not suitable for a Residential community. Similar venues are established in industrial estates in the Fremantle area and outer areas of regional towns, not suburban streets flanked by child safe traffic areas, parks and Primary schools.</p> <p>1. The existing street parking services the established take-aways and restaurants, residents and their visitors. Not to mention sports events at the nearby oval.</p> <p>2. Regarding the short fall of parking, the following statement that: 'Not only are there far less patrons who regularly drive their cars to licensed venues; there has also been a shift in the demographics of the people these developments typically serve, with more families attending than was the case when the above provisions were established in the current scheme.' Obviously does not apply to this type of primarily alcohol based venue which has minimal food and very little family style planning strategies. As the plan adequately shows.</p> <p>3. 3 metre high noise abatement walls have little impact for the several 3 and 4 story adjacent apartment buildings.</p> <p>Bassendean Hotel, much closer to rail transport, has to provide patron parking, while it also has play areas for family and a range of meal alternatives. Why should a beer barn style tavern be exempt.</p> <p>I strongly oppose this development, as a member of the Bassendean Community and as a resident who will be immediately, negatively impacted by this development.</p>	

574	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
<p>574.1 I strongly oppose this development, as a member of the Bassendean Community and as a resident who will be immediately impacted by this development.</p>	

575	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
<p>575.1 This brewery concept isn't a good fit for Bassendean in this location. Too close to houses, schools, aged care, and other family-friendly businesses nearby.</p> <p>Also doesn't seem to be enough planning on how to manage noise, crowds, parking and traffic near the new facility. This will severely impact the town center and upset the people living close by.</p> <p>I oppose this development in this location - better to be on the light industrial side of Bassendean.</p>	

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576	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
576.1	2022-129 As I live across the road at 80 Old Perth Road, I have some concerns about the impact of the proposed development in terms of environmental issues, especially relating to the use of Food Trucks i.e. Noise and Rubbish Pollution (particularly on Saturday and Sunday nights) Traffic Congestion and Parking Problems
I consider that the proposed development is likely to have a detrimental effect on the character and ambiance of this part of Bassendean. At present we live in a quiet and pleasant area, including weekends, with few environmental issues. I think that would change for the worse if the development goes ahead as proposed.	

577	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
577.1	I own apartment in 85 OPR. Inappropriate noise, parking for patrons. Resident visitor parking already under stress. Brewing creates large volumes of waste and rubbish and should be located in a light industrial. Food trucks competing with rate paying business owners is not fair. Locations of schools, existing and new aged care and church not in harmony with brewing and large patron night licensed venues.

578	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
578.1	With the re-opening of the bassendean hotel and the change of ownership to the cork and bottle. i don't think this business is needed. seems like a desperate cash grab. no parking and guest food trucks seems to be taking the local spirit out of what we have built up recently. I will always support local but i will not support this business

579	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
579.1	Parking With no patron parking being provided and an anticipated 335 people at any one time I can see major issues for existing businesses and residents.
579.2	Noise Music and general patron noise especially in the evening with outdoor areas will be a big issue.
579.3	Smell With a brewing facility I'm assuming the smell of hops with be a constant presence
I'm all for progress in this area but I don't believe this type of establishment is good for our community.	

580	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
580.1	No reason given.

581	Affected Property: N/A
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Do you support the proposal: No	
Summary of Submission	
581.1	<p>I feel strongly against this Tavern/Microbrewery for several reasons:</p> <ul style="list-style-type: none"> * The location for this sort of business would be better suited in a light industrial area...not the main street of Bassendean * Parking along this strip of the road is already busy and the proposal does not add enough parking areas * This would put more stress on the terrible parking lot outside the Five 4 cafe * Noise would be a major issue for local residents, aged care residents and the primary school * The Cork and Bottle rebrand will be opening soon, plus with the Bassendean Pub.....don't think more of these type of businesses add anything to Bassendean, and will compete for a similar customer base * Pedestrian access would become incredibly congested and this raises concerns with the Primary School kids and the aged care residents who are often seen having outings/walks close by * Has more study been put into the amount of rubbish that would be generated since food will be delivered to the premises. How will this be disposed of in an eco friendly way? <p>I have been a resident in Bassendean for over 30 years and a business owner for 11 of those years on Old Perth Road. It would be great to see the Council strongly encourage the Saint/Rossi families to invest in the run down, dilapidated old buildings at the top end of the street instead. No one will set up a business in these premises when they need major maintenance and lack any street appeal. They are part of the history of Bassendean and should be made a priority to improve them....think of the great strip of shops in Maylands! I was on the initial committee involved in setting up the Old Perth Road Markets and the intention was to revitalise the top end of the street. Even back then the hope was that the landowners of these buildings would see the potential and invest money to attract new business. Please, please, please do something to make landowners accountable.</p>

582	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
582.1	<p>As a resident of the TOB I strongly disapprove with the proposal for a brewery. We do not need another venue for alcohol. We already have an amazing renovated Basso Hotel and the Cork and Bottle is being renovated currently. I feel we need to support these two businesses as well as the other businesses we currently have especially as some are doing it tough right now. We lack parking spaces as is it and another venue will mean more parking spaces taken up and people will struggle to find parking for the businesses that already exist. I think the whole "food from other local places" is ridiculous. It will cause chaos and once again be tricky for food delivery companies who will also need parking spaces that we will lack. I think it will create large amounts of disposable packaging and rubbish which is something our council and town works hard to avoid and minimize. I think it will cause noise issues for the residents who live around this area and the hours proposed are a joke.</p>

583	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
583.1	<p>I would support the proposal if it contained amendments to the opening hours due to the parking implications. The proposal indicates that there is a 320 vehicle parking shortfall. It is highly likely that this will impact parking on Hamilton Street which already has extreme parking congestion due to two schools, a church and an aged care facility plus residential dwellings on a small stretch of road. Any additional parking around school pick up time (2.45 - 3.15pm) would be catastrophic for the schools. Due to the lack of parking in the area, parents who are picking up small children (and therefore must exit their cars and come into the school) must park on Hamilton Street as well as any parents who need to meet with class teachers to discuss student progress. Additional demand for parking in this area will not only impact the residents in this part of Hamilton Street but has the potential to impact student safety and learning outcomes.</p> <p>I have heard that research has been conducted in relation to impact on parking, however, I've been told that this was not conducted during school hours. Similarly, it is disappointing to see that community consultation is taking place over the school holidays when potentially the schools may</p>

have missed the opportunity to comment due to staff being on holidays. As usual, greater consideration of the impact on the schools in this area is required.

I propose that the opening hours are adjusted to ensure that brewery is closed during school pick up time to ensure that parking is not affected. e.g. only open for dinner or close between lunch and dinner.

584 **Affected Property: N/A**

Do you support the proposal: No

Summary of Submission

584.1 No reason given.

585 **Affected Property: N/A**

Do you support the proposal: No

Summary of Submission

585.1 Venue capacity too big, noise concerns and insufficient parking available - not even enough for staff. Parking assessment was done on a Thursday in winter which hardly gives an indication of what availability of current parking will be like during peak periods for a tavern.

586 **Affected Property: N/A**

Do you support the proposal: Comment

Summary of Submission

586.1 I support this only based on reduced capacity and operating days and the following:

- a) 335 capacity is too high and where will the cars park? Should be significantly reduced to something like the 'Bright Tank' brewery in East Perth has of well under 100 capacity and more provision made for parking of cars.
- b) With the location so close to homes, the tavern should be closed at least 3 days each week from Monday through to Wednesday.
- c) Operating hours seem reasonable but should be in line with whatever the nearby wine bar operating hours are.
- d) Reduced capacity should provide opportunity for a mandatory onsite kitchen and dining area.
- e) I don't support the use of food trucks, see (d) above for an onsite kitchen and dining area.
- f) The noise wall should extend to opposite the home on 28, Hamilton street - This still allows entry for cars.
- g) Town of Bassendean review and support of the traffic impact statement.

587 **Affected Property: N/A**

Do you support the proposal: No

Summary of Submission

587.1 I think that the lack of parking is a serious issue. The analysis shows that the patrons will rely upon parking on old perth road and shopping center car park on Hamilton/Old Perth road. Surely this which will negatively impact accessibility to those existing businesses in those locations? I can't see patrons parking in the Hawaiian car park when they can park closer in the residential streets, impacting amenity for residents and their visitors.

The outdoor area is shown to be anticipated to generate substantial noise. Appreciate that they have a fence, but sound also travels up. How will they stop noise impacting those poor people in the adjacent apartments?

Do we really want our suburb to become an 'entertainment' destination? The size of this venue seems to suggest that. I'd hate to see it become like the Beaufort st strip in my Lawley or Claremont. The quiet residential nature of our suburb is what makes it so lovely.

On balance I do not support the development.

588 Affected Property: N/A

Do you support the proposal: No

Summary of Submission

588.1 Please find attached my comments on the development for a microbrewery - reference 2022-129.

I would like to put forward my response to the proposed development of a Microbrewery at the location of the old hardware store (lot 145), 73 Old Perth Road, Reference Number 2022-129.

After carefully reading through the proposal and all associated reports, it is my, and many other community members, opinion, that this development has not been very well thought through for the location in question and would offer no extra benefit to the town or community.

Our primary concern is that this location is within the vicinity of 3 Primary Schools, namely, **St Michael's** (<100m diagonally adjacent), **Casa Mia Montessori Community School** (230m, North end of Hamilton Street) and **Bassendean Primary School** (260m South on Whitfield Street). This location is a crossroad for small children attending these local schools (most still learning road safety), and older children heading to and from the train station to attend high school elsewhere.

As such, this intersection is a hive of activity between 7am and 9am and 2pm and 5pm Monday to Friday, times conveniently left out in the parking report - Section 3 on page 6 states: "This survey was completed on Thursday 16 June during the hours of 12:00pm-2:00pm and 5:00pm-7:00pm. During this survey period a very high degree of parking vacancy was observed".

Why were only these times selected for observation?

If observations were inclusive of 8am-9am and 2pm-5pm, then it would be obvious to everyone that the parking in this area, particularly on Hamilton Street all the way to, and including, the bowling club, is at over 100% of capacity during these school drop off and pick up times. Do they propose that their customers using these bays will use them only outside of these times? And what of the church? How will this impact their ceremonial events such as weddings etc?

As to available parking spaces at the opposite shopping centre, where will the customers for Bassendean Pizza and other surrounding food outlets park in the evening when these bays are used by the microbrewery customers? Are these bays not designated for their use? Or are these businesses also allowed to outsource their parking responsibilities into the local area?

Sustainability, families, local community and drawing new life into Bassendean are the main positives put forward for this development. However, no details are given.

Families - Nowhere in the plans are there facilities for children to play or family friendly areas, as pointed out in the audio emissions report the venue is not even providing entertainment, only background music. This is a venue designed to order take-out and drink alcohol only, how is this a family friendly environment? How does this site support healthy eating and drinking habits?

Sustainability - The only mention of sustainability is a vague reference to solar aspect; this shows a complete lack of understanding in what sustainability means and what sustainable development entails. How will this development meet the towns sustainability targets? How do they sustainably and responsibly dispose of their brewing waste? What waste will enter the sewerage system? How will brewing odours affect the residence in the near-by apartments above, when there is a breeze from the west? How does allowing patrons to order take away and food van meals (a high waste food option) reduce our towns waste? How will this venue affect street /park drinking?

In relation to solar aspect – The current building was not built with solar aspect in mind. The west facing wall designated for showcasing the brewing vats is exposed to afternoon heat and light for the majority of the summer afternoon, this will cause added heating to the interior of the

building when these windows are clear, with the added heat from brewing, extra air conditioning will be required to regulate internal temperatures throughout summer. The heat advantage through winter will be minimal at best. This requirement for extra air conditioning will not only increase energy consumption but also add to exterior noise production.

Local Community - As stated above, the only service this establishment will provide the Bassendean community is in the form of an optional location to purchase and consume alcohol while ordering take-out. The uniqueness attractor is in the form of the production of a local beer label, does Bassendean want to have its name associated with alcohol at a time when national alcohol consumption per year is decreasing? (1). Section 5.1 of the proposal lists attractors and generators for this business, it looks only at the numbers of passers-by for business, not who these people are or where they are going, how are 3 primary schools, a Catholic Church, and an aged care facility seen as attractors for a brewery?

Alcohol and Communities - It is no secret that alcohol consumption, like smoking and illicit drug use, has severe impacts on communities (2). In the proposal section, 2.2 Location and context – “*Ample public open space is provided across the locale and is further supplemented by the regional reserves located along the foreshore.*” Is this indicating that drinking in public spaces is an option for patrons? How long before Bassendean must enact **alcohol free zones** as Britain has had to do over time? (3)

This is not an anti-alcohol response, there is certainly a need for venues serving alcohol in Bassendean. Social venues that serve alcohol are part of Australian culture, the Bassendean Hotel for instance has been in operation since the towns inception and we certainly don't support closing that or any other established venue that offers responsible alcohol environments.

It is imperative that the council understands the role it plays in providing access to any substances that have negative social and economic impacts when overly available, whether they be fast food, smoking or alcohol. How the council shows its responsibility in supporting healthy policies in relation to alcohol (4) says a lot about our community values.

Other locations such as Fremantle have successfully implemented microbreweries, their infrastructure and locale support these kinds of establishments, beaches, yacht clubs, a shopping district and markets are but a few of these draw cards that a microbrewery can use as attractors. Bassendean has limited river front access due to private residences, and flood plain protection from commercial development. With no major shopping hub or cultural attractor pulling people into the area, should a microbrewery be the drawcard for outsiders visiting Bassendean? Is this the future image we want to project for our town?

We are very much in favour of bringing life into our town, Old Perth Road has especially been neglected by landowners in supporting the continued development and growth of our town. If deemed necessary perhaps this type of establishment would be better suited to the end of Old Perth Road near the intersection of Guilford Road, there is less competition, more exposure, more parking, it is closer to public transport, and has less restrictions on noise (purely based on observation).

In conclusion we see this proposal as being poorly thought out and planned, primarily focused on brewing. It proposes outsourcing its responsibilities for food and parking, while providing no reasons for attending this venue other than alcohol consumption. To support healthy communities the town needs to support healthy choices, providing a venue in which consuming alcohol is the only focus, while putting the responsibility on local businesses to provide food and parking, does not provide this support. Therefore, **we ask that the Council reject this proposal on these grounds.**

I offer these comments in good faith, with the interests of the town and community as my primary concern.

References:

- 1 - <https://www.aihw.gov.au/getmedia/ab53a3c9-90b6-4f49-8c58-52828c12caef/PHE-221-Factsheets-Alcohol.pdf.aspx>,
- 2 - <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4872611/>,
- 3 - https://onlinelibrary.wiley.com/doi/epdf/10.1111/j.1467-9221.2006.00002.x?saml_referrer,
- 4 - https://www.euro.who.int/data/assets/pdf_file/0020/43319/E92823.pdf

589	Affected Property: 32 Hamilton Street, Bassendean
Do you support the proposal: No	
Summary of Submission	
<p>My husband and I are in the final process of purchasing 32 Hamilton Street, Bassendean from my parents Terry & Patricia Ramsay. This is my childhood home that my husband and I have been renting from my parents for 5 years now. We would like our opposition to the proposed Tavern Microbrewery at 73 Old Perth Road, Bassendean in its current state noted by The Town of Bassendean.</p> <p>Our family has lived at 32 Hamilton street, Bassendean since 1992 (31 years), over that period of time we've been delighted at the progress of the area and its community development on all levels. Hamilton street like most in Bassendean is a family friendly, quiet residential street and that's one of the main reason my husband and I have decided to buy this heritage listed home to further restore it and grow our family, we made this decision based on The Town of Bassendean having the local residents of Hamilton streets best interest in mind. We do not believe a 300 pax tavern 53m from our bedroom window is in our families best interest.</p> <p>Both my husband and I work in the hospitality industry – He works for a beer company & I design restaurants, breweries, bars and clubs. In my roles I have worked with breweries & bars to ensure their design does not impact the neighbouring residents and I don't believe a number of factors have been taken into account with this submission. We are 100% in favour of a new hospitality asset opening at 73 Old Perth Road, Bassendean but not at the currently proposed capacity or current plan due to the following reasons; The current bar layout is not large enough to service 300 patrons while meeting liquor licensing requirements and there is no space allocated for ice machines or glass washers on this drawing all of which create considerable noise.</p> <p>Currently there is no space allocated for a cool room, as a brewery & licensed venue they will require at least a 2m x 2m cool room to meet demand. The location of the cool room can greatly impact the residents of Hamilton street due to noise and output, the developer needs to outline where they intended to position the cool room & it's compressor so a more detailed Acoustic Assessment can be carried out</p> <p>There only toilets for the venue are listed at 'portable' meaning they are not within the roofed area, this will cause noise issues with their proximity to the adjoining residential area</p> <p>The access to the current bin area is obstructed by the staff parking bays and are also positioned directly against the neighbouring property. I have worked in hospitality for over 10 years and been designing venues and their workflows for over 6 years, the bin area is extremely noisy at the end of the night which is when the bulk of the rubbish is disposed of and is not suitable to have backing onto a residential property.</p> <p>There is no smoking area depicted in their drawing and from my experience it won't be on Old Perth Road because of the proximity of the seating meaning most people will be directed towards the outside of the Hamilton Street entrance. This isn't acceptable, Hamilton Street is a quiet family friendly street. With the park often being filled with families & young children having multiple patrons smoking only 100m from the park will create pollution from butts (something I have noted increased around the Bassendean hotel) and pollution from the smell wafting down our street and into the park.</p> <p>The supply of food from external sources cannot be managed effectively & in accordance with liquor licensing, the operator cannot guarantee that food will be available for patrons within all opening times opening to door to antisocial drinking habits and behaviours.</p> <p>The parking on Hamilton street is already dangerous with many children running between cars to get to the park, this new tavern will increase the traffic flow down Hamilton street causing more issues with children accessing the park and crossing the road.</p> <p>The traffic incident report supplied by the developer was incorrect. We have witnessed at least 4 accidents coming in and out of the stores on the corner of Hamilton & Old Perth road, this area is a clinch point that causes countless issues especially on Friday evenings which will be increased with up to 300 new patrons accessing the area.</p> <p>We are also of the strong opinion that if the Rossi family would like this site developed they must also carry out maintenance work on their other tenancies starting with the car park & surrounding areas of the Five Four store.</p> <p>Thank you for taking the time to read our concerns and comments regarding the Proposed Tavern and Use Not Listed Microbrewery - 73 Old Perth Road, Bassendean.</p> <p>We are more than happy to come to council and go through any of the above points in more detail.</p> <p>Noted.</p> <p>Please note both Patricia & Terrance Ramsay the current owners of 32 Hamilton Street, Bassendean are also in 100% agreement with the above comments.</p>	

590	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
590.1	<p>Parking is a concern as there doesn't appear to be any parking allocated which means that people intending to park and pick up take-away food from the existing businesses in Old Perth Road will be severely affected.</p> <p>Noise is also of concern as there is considerable outdoor space which means that there will be a problem at night.</p>

591	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
591.1	<p>After reading all the information about this proposal I feel it is NOT the right location. Lack of parking is of great concern, also it backs onto a residential house and has housing across the road. The park two doors down is a family park and will more than likely attract those who have left the brewery premises.</p> <p>Not having a kitchen will increase traffic for drop offs of food.</p> <p>Nice idea, wrong location. It should be noted I don't live close but completely feel for those who do!</p>

592	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
592.1	<p>Good for the town, use food places already there and make sure as some parking, should complement the street well and get more people into town.</p>

593	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
593.1	<p>Parking is already difficult to come by. Bassendean hotel is fantastic . We don't need a cheap version with cheap drinks that will attract a bad cliental and anti social behaviour.</p>

594	Affected Property: N/A
Do you support the proposal: No	
Summary of Submission	
<p>I think the Hotel update and the Cork and Bottle and Swan Districts Clubrooms and the few eating places that you can consume alcohol within the immediate area of Old Perth Road is sufficient.</p> <p>I also feel for the people living at 29, 28 and 30 Hamilton Street with the closeness of the alfresco area and brewing area to their homes.</p> <p>My biggest issue is the shortfall of parking by 320 bays. Seems problematic. The patrons will end up using parking that residents use, other food businesses jostle for already, the church area, the shopping centre, the aged care facility.</p> <p>Wondering about the aged care facility which is to be built across the road. Will the noise, patrons, traffic, up until midnight be bothersome.</p> <p>Will there be any music ?</p> <p>350 people plus the already punters in the street might just push it too far.</p>	

on the plus side, i really like the idea of food will be able to be purchased from surrounding business and eaten onsite. this would be a good thing for all the restaurants and cafes and burger places etc and produce more patronage. There may be an issue with use of disposables etc which someone mentioned but that just needs to be considered a bit more.

So Im actually in two minds. i understand utilising the old building there, the expansion of the entertainment part of the suburb, modernising the suburb but Im not wholly enthused about licensed venues around homes, we have noticed an increase in foot traffic, noise, litter, fence damage etc from more people walking the streets later at night, nothing too major but its there. there are a few things to be taken into consideration so hope you get a few different ideas and can see the way forward.

595 **Affected Property: N/A**

Do you support the proposal: Comment

Summary of Submission

This development falls well short of acceptable guidelines. This is why a professional town planner has created the development document presented with its supporting expert submission. This being presented to Council for review and assessment also requesting authorisation of this development. The exclusions of certain requirements are not small items. These require exhaustive consideration as they are extensive requirements for this development. Ie: parking, kitchen requirement etc.

Being another land owner in the street, I look towards council to provide fairness in their decision and once a precedent has been set, that this fairness is provided to other land owners within the street.

Each development is different but also the consideration. A standard of fairness must be shown towards other developers when they present developments within the street.

Since Bassendean Town Council has not had numerous opportunities of developers, all stakeholders in the community must be treated equally. The council must weigh up the positives this development brings and the shortfall of negatives, and with that adjudicate on the development that it brings more positives for the future.

We must move forward with vision for the future.

596 **Affected Property: N/A**

Do you support the proposal: Comment

Summary of Submission

596.1 This development falls well short of acceptable guidelines

This is why a professional town planner has created the development document presented with its supporting expert submission. This being presented to Council for review and assessment also requesting authorisation of this development. The exclusions of certain requirements are not small items. These require exhaustive consideration as they are extensive requirements for this development. Ie: parking, kitchen requirement etc.

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Since Bassendean Town Council has not had numerous opportunities of developers, all stakeholders in the community must be treated equally. The council must weigh up the positives this development brings and the shortfall of negatives, and with that adjudicate on the development that it brings more positives for the future.

We must move forward with vision for the future.

597 **Affected Property: N/A**

Do you support the proposal: No

Summary of Submission

I do not support the proposed Tavern having spent a number of years living in Bassendean and currently being in the area multiple times per week, based on the following:

Parking & traffic: the proposal does not include any parking specifically for the tavern - it is up t patrons to find parking on Old Perth Road and in surrounding areas, which is generally heavily congested and in which there are limited parking spaces to begin with. Overflow parking on streets and illegal parking will be the result, having a number of flow on effects in regards to resources needing to be allocated to monitor parking rules being correctly followed. It will also mean some danger as that area has a lot of foot traffic, leading to cars driving in more congested spaces with potential blind spots etc. in addition to danger for cars driving around the area if side streets are heavily congested with parking along the streets. It presents a major safety hazard and when combined with below points will have a negative impact on residents and the broader community.

Noise: amplified by the fact that all parking is outdoors coupled with late licensing hours. The area is surrounded by an aged care facility and school (noting it is open form lunch time) along with residents, meaning the noise is more likely to negatively impact the people around it. The surrounds of the lot where the tavern is proposed doesn't make much sense - it is not the typical space where you would locate a tavern. Also, the proposed tavern has a number of entrance and exit points, one of which is on a quiet residential street - the mix of differing levels of intoxicated people in such close proximity to residents will cause a negative impact to those residents and therefore the broader community.

Location and what Bassendean already has - as mentioned above, due to what surrounds the proposed lot, it does not make sense to have a tavern as it is likely to negative impact a number of different groups (aged care facility residents, school, residents living in bassendean/the community). Also, the Bassendean hotel has recently re-opened, located in a far better location, not as close to housing, not as close to schools or other types of facilities with residents, with its own parking and with a portion of the seating being indoors or contained outdoors. Parts of Old Perth Road are not the same as other parts of Perth such as stretches of Beaufort Street in Mt Lawley which are much more conducive to taverns, pubs etc. Given the Bassendean Hotel is already open and on the section of Old Perth Road most suited to a pub, this tavern won't add nearly as much to the community as the negative impact it will have on residents and even nearby small businesses and the like. Also, in looking at the 'Cork & Bottle' wine bar which has been open for some years next to the proposed lot, this is set up far more logically in regards to having a lower impact on the community in regards to noise etc. Even this venue has caused increased congestion and parking issues and given it has far less of an impact than the proposed Tavern would based on its design and features and the factors and reason mentioned above, it adds emphasis to the negative impact this proposed tavern would have.

598	Affected Property: N/A
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Do you support the proposal: No
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Summary of Submission

598.1	<p>Too close to residential homes, and schools. Parking is a serious problem and this will make it a lot worse. No way can it handle the number of cars from patrons and delivery drivers and ride share drivers. Bassendean Hotel has been done so well and Bertie's is opening soon. We don't need to become a suburb only known for drinking venues. A big NO from me.</p>
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599	Affected Property: N/A
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Do you support the proposal: No
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Summary of Submission

599.1	<p>I visit my cousin in the Aegis care facility and she is very stressed about the noise that will come from it. I believe I won't find parking to visit her. It's a very bad iidea and should be moved to the industry area not by the school and shops.</p>
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600	Affected Property: N/A
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Do you support the proposal: No
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Summary of Submission

600.1	<p>Parking is crazy already. I grew up next to the proposed brewery and can't believe it would get put in so close to houses, the old peoples home and schools!</p>
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I love Bassendean and bought my house here. It's 150 metres from the pub on Walter Road and we cop so much noise and antisocial behaviour from it. It's not right next door. Even had the cops called this week and giving video evidence from a fight.
It's a bad idea in that area.

601	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
601.1	Dear Alex Thank you for the invitation to comment on the development proposal 2022 129. As a local resident I support the brewery however, have grave concerns about the capacity, noise and traffic. I do not consider that noise from the brewery will be softened by a double brick wall, and I am very concerned about the lack of parking bays. On James St between Palmerton and Bridson Sts the road narrows and many people park on either side of the road which makes it almost impossible to pass. The crossroads at Palmerton and James are literally a hit or miss event sometimes people stop and some don't, hence the concerns about the increase in traffic along Palmerston Rd. The proposed brewery needs to review the acoustics again and parking before any consideration to approve the development. Also of note is that the Cork and Bottle now Berties is also being redesigned so that area on Old Perth rd may well become too congested. The brewery needs its own kitchen and no food trucks.

602	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	Comment
602.1	Thank you for the opportunity to comment on the proposed Tavern and Microbrewery as above. We have some serious concerns as listed below with regards to, but not limited to the following: Safety The proposal is to have a large Tavern and Microbrewery situated in a residential area on the corner of a very busy arterial road (Old Perth Road) and an uncontrolled residential street (Hamilton Street). The safety of both clients and existing residences will be put at risk in accessing Hamilton Street during peak times. My concern is that Hamilton Street is a narrow street, with limited parking spaces available only on one side of the road will invariably make the road unsafe as it will become a one-way street. This will create traffic congestion due to delivery Trucks (this is already occurring now without the tavern) and if the Tavern goes ahead there will be cars blocking the street which will add to the already heavy congestion. The proposed parking lot only caters for 7 onsite vehicles! The safety issues are not limited to vehicular movements but also pedestrian foot traffic particularly for the children wanting to use the local park situated close to the proposed tavern. In conclusion for this section the location and design creates significant safety and traffic hazards that pose an unacceptable health and safety risk to children, parents pedestrians and motorists along Hamilton Street. This road already gets severely congested during peak hour traffic in the morning and afternoon with school drop offs and pick-ups. Adding another 320 vehicles in the afternoon will greatly increase traffic congestion. Amenity We feel the amenity of our area would be put at risk with the approval of such a large commercial venture. This would include a lot more noise, traffic, and have an adverse effect on the amenity of the neighbourhood.

Incompatibility with neighbouring land uses: the proposal does not integrate into the existing residential environment and is unnecessarily obtrusive in terms of size, bulk, height, and the amount of landscaped area provided.

Pictures in plans do not show a realistic portrayal of how busy Hamilton Street is.

Traffic

It is suggested the proposed Tavern will have 335 people onsite at any one time. This would equate to around 335 plus additional movements each day without considering delivery trucks, additional visitors conducting compliance regarding, Quality Assurance and Food Registration.

Hamilton Street already struggles to flow during the peak periods and has not been designed in such a way to accommodate additional traffic.

Whilst it may be suggested that the tavern will bring in more business to the Town of Bassendean what will become of the brand-new Bassendean hotel recently renovated plus the Cork and Barrell.

That along with turning across the traffic and slowing traffic in both ways is a recipe for disaster. People will also take short cuts through back streets which are not designed for heavy traffic flows.

In approving the proposed development, the persons vested with such responsibility, have an ongoing moral and ethical duty of care to ensure the safety of all parties.

Given the area is already serviced by two bars in that street alone (Old Perth Road), it could be safely suggested the majority of the clients will come from the surrounding suburbs and in doing so add to the traffic on Old Perth Road and Hamilton Street and in the overall neighbourhood.

Parking

The proposed parking arrangement is to provide 7 bays only with a shortfall of 320 vehicles! How is this adequate to manage all these cars? Hamilton street will not have adequate space for these cars. When the football matches are on it is hard enough already to get in and out of the surrounding streets. This will add more congestion. The street again is not designed for a mass build-up of parked cars not to mention the surrounding streets. Supermarket parking bays are only for local shoppers. On football days this already a recurring problem. By allowing this proposed tavern to go ahead, the problem will, only be exacerbated.

In conclusion for this section the lack of adequate, convenient, and safe parking for residents, staff, and visitors. The proposed parking is inadequate: the absence of onsite parking for staff and clients will create unacceptable impacts on residents, motorists and pedestrians and random street parking will dominate the residential streetscape.

Noise transfers

The sound of 300 plus people talking over loud music in a very small area **is not** and is not in keeping with the low R20 residential rating.

In conclusion for this section the detrimental effects on neighbouring residents from industrial level noise emissions from 300 plus people, plus live music will greatly add to the noise pollution of the residential area. The plans show a beer garden outdoor area. The noise that will carry from this garden even with the proposed noise wall will detrimentally affect the peace and quiet for residence during the evening. The proposed letter states the brewing process will be open from 8am till noon and the tavern will be open afternoon till 10pm weekdays and 12am on Friday and Saturday! Many residences have either retired or are shift workers like me who rely on living in a quiet area needing an early night's sleep. I am also asthmatic and the smell from the brewing will have a detrimental effect on me.

Duplication of services

Whilst the applicant is making a commercial decision for a Tavern, (let's face it, this is not a community service!) it could be strongly suggested that the area already has an oversupply of Taverns and Pubs. There are the two Guildford hotels, The Bassendean, the Cork and barrel to name a few.

Thank you again for the opportunity to comment on the proposal and hopefully contribute to a positive outcome for the community and not just one developer.

603	Affected Property: N/A
Do you support the proposal: Yes	
Summary of Submission	
603.1	<p>To whom it may concern</p> <p>As a resident of this shire, after reading my letter about the brewery I am not concerned about the brewery itself, but I am very concerned about the large car park to go with it. Traffic around the area will affect our lovely residential area. Pease do not turn us into another North Bridge. It would turn into a great revenue place for the Police to hang around. We have noticed more traffic from the hotel in our area of traffic over a weekend and Friday and Saturday nights. I live on the corner of Palmerston and James Street. Hoons screeting up to the stop sign, and I'm sure you will need a stop sign at Hamilton and Palmerston Street to remain. The retirement village is across the road. Palmerston Park and children. I have just returned from Ellerslie NZ. 3 pubs restaurants and cafes. No large car parks. People use transport; taxis etc.</p>

13th February 2023

Hello Members of Council,

I am writing regarding my development application for short stay accommodation at address 52 Broadway Bassendean.

I came across this run-down old gem which was listed as a knockdown in December 2021 and watched it sit on the market for months on end before I purchased it in July 2022 with the sole intention of saving it, restoring it to its former glory (With a modern twist) and running it as an Airbnb. I'm almost at the end of my renovation journey which has been months of blood, sweat and tears but it is mostly complete.

Many neighbours have taken time to stop by and let me know how much joy my work has brought them and that they are so happy the home wasn't bulldozed as that is what usually happens to older homes in the area. I've even received praise from locals on social media for saving the old beauty, a Bassendean local posted an amazing thank you post 'To the owner of the property on the corner of Broadway and Iolanthe' which received hundreds of likes and countless positive comments.

I am very proud of the journey I've been on creating this home space in the lovely town of Bassendean and after seeing the state the home was in, previously a long-term rental, damaged and neglected by past tenants, my plan of leasing the property as an Airbnb, among other reasons, is so I am able to visit the property in between each booking to ensure the home is maintained and kept to my high standards and to continue making improvements, leading me to my development application for short stay accommodation for 52 Broadway.

I live around the corner from the home and plan to make this my full-time job, managing the property and ensuring it is run correctly. Previously appointed as Business Development Executive for corporate stays for Quest Group, I plan to utilize my existing contacts and industry knowledge to gradually grow the business to a point where predominately 'return corporate stays' are the majority of bookings. This is something that would take time and cannot be guaranteed but this is my ideal situation.

Here are some points I would like to make mention of to support my application:

The home being an original 1940's property is a significant part of Bassendean's history and has been restored by the owner with great care and attention to detail. Its inclusion as a short-stay accommodation offers travellers an opportunity to experience the town's history while bringing in tourist dollars to the local economy. Despite its use as a vacation rental, the owner's efforts to maintain the home's character and original features ensure that it will not compromise the residential neighbourhood's character and amenity.

Economic Benefits: Short stay accommodation provides a new source of income for homeowners who may not have previously considered renting out their properties. This can boost local economies and create job opportunities in the area.

Increased Tourism: By offering affordable and convenient accommodation options, short stay accommodation like 52 Broadway can attract more tourists to Bassendean. This increased tourism can bring in more money for local businesses and support the local economy.

Flexibility: Airbnb offers a flexible and affordable accommodation option for those who may not want to commit to a long-term rental agreement. This is particularly useful for travelers who need temporary accommodation, students, and families in transition.

Supporting Local Business:

The property owner will promote local businesses by directing guests to nearby businesses in the welcome guide. These establishments include:

Caff on Broadway: Located a 6-minute walk or 1-minute drive away, featuring a menu in the welcome guide to entice guests for coffee, breakfast, or lunch.

BWS Bottle Shop: A 6-minute walk or 1-minute drive away, with an advertisement in the guest guide featuring its address, map, and phone number.

Bassendean Hotel: A 12-minute walk or 3-minute drive away, offering a dinner menu in the guest welcome guide.

Ida Street Supermarket: A 13-minute walk or 2-minute drive away, with an advertisement in the guest guide featuring its address, map, and phone number.

Distance to Town Centre:

The last house showing on the council catchment map within the allowance of 400 meters for short stay accommodation is number 40 Broadway, Bassendean which is 123 meters from 52 Broadway which is only an additional 1 minute walk for our guests, only 5 houses away from the suggested perimeter.

In addition to this, 52 Broadway is surrounded by the following 4 bus stops:

- Broadway After Iolanthe St – 80 meters away (1 minute walk)
- Broadway After Penzance St – 150 meters away (1 minute walk)
- Penzance St Before Broadway – 240 meters away (3-minute walk)
- Scaddan St Before Ida St – 290 meters away (4-minute walk)

Upon contacting Transperth and asking their definition of the term ‘high frequency’ in terms of bus routes, they advised me a high frequency bus stop runs every 5 to 15 minutes – which matches the Town of Bassendean’s definition of high frequency at 15-minute intervals.

Transperth: <https://www.transperth.wa.gov.au/JourneyPlanner/High-Frequency-Bus-Services#:~:text=What%20Makes%20it%20a%20High,of%20our%20high%20frequency%20fleet>.

Transperth also advised me that there are zero high frequency bus stops in the Town of Bassendean, making the application criteria unachievable for most applicants.

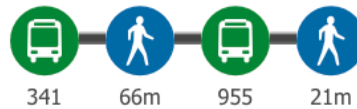
The closest to a high frequency bus in Bassendean is the 955 bus (Every 30 minutes), which runs via the Scaddan St Before Ida St bus stop mentioned above which is 290 meters away from 52 Broadway at a 4-minute walk).

If 4 minutes is too far for our guests to walk, they could take the following journey:

08:05am

08:13am

8 mins



Taking the 341 from Broadway After Iolanthe St which is 80 meters from 52 Broadway, walking 66 meters to the Scaddan St Before Ida St bus stop to catch the 955 – The closest to a high frequency bus stop in Bassendean.

As a majority of guests will prefer rideshare services such as Ola, Uber or Didi, this form of transport can be ready and waiting from 1 minute up to 8 minutes without having to leave the comfort of the property at all and without having to stand waiting at the train station or bus stop. Rideshare options can be a safer and more comfortable option for guests.

Access to a constructed road with two exit routes: Google Maps confirms that the site has direct access to a constructed road and that it has two exit routes. This means that the property is easily accessible by road and provides multiple options for exiting the area, providing convenience and flexibility for residents and visitors. The direct access to a constructed road also ensures that there are no issues with sole access from a cul-de-sac, right of way, or battle-axe access leg, providing peace of mind for those staying at the property. Overall, the site's accessibility and multiple exit routes make it an ideal location for short-term accommodation.

Property Management: Number of guests: A maximum of 6 guests – This is a three-bedroom home on a 511 sqm corner block

Parking: Taking the number of maximum guests allowed during one booking, the large corner block allows for ample parking of up to 4 cars as the driveway will be widened to accommodate however 4 cars for a 6 person stay will be unlikely. Verge and street parking will not be permitted and will be closely monitored.

Complaints: Most of my neighbours already have my contact number, but any who do not, I am happy to provide it in the case of any complaints however with noise sensors installed in the property I will be ready to attend and my aim will be to ensure my neighbours are not disturbed.

LGBTQIA+ Friendly Accommodation: 52 Broadway will be advertised and operated as an LGBTQIA+ safe space for queer travelers, run by a member of the LGBTQIA+ community. Many short stay accommodation options are not queer friendly and some can even be unsafe. 52 Broadway will be a safe accommodation option where guests of all gender identities and orientations can feel at home.

Thank you for taking the time to review my application.

Sincerely,

Tristan Rogue

52 Broadway Bassendean

0423587450

tristanrogue@gmail.com





Management Plan
52 Broadway Bassendean



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Introduction

This management plan outlines commitment to maintain high standards of property maintenance, guest communication, and financial management, while the code of conduct sets out our expectations for guests and commitment to providing a safe, welcoming, and inclusive environment.

This short-term accommodation is designed to operate independently, without reliance on shared facilities. This means that guests staying at the property will have access to all the necessary amenities and facilities within the rental unit itself. These may include, but are not limited to, a private bathroom, kitchen, and living area. This independence allows for a more private and enjoyable experience for guests, without the need to share facilities with other residents or guests. Additionally, this setup reduces the risk of any disputes or conflicts arising from the use of shared facilities. By operating without reliance on shared facilities, the short-term accommodation provides guests with the comfort and privacy they desire during their stay.

1.0 Client screening requirements

The following will be reviewed prior to accepting a guest booking:

- Contact information including full name, phone number, and email address
- Agreement to our house rules
- Confirmation of payment
- An optional profile photo
- Proof of government-issued ID (e.g. driver's license or passport)
- Written reviews and recommendations from previous hosts
- A star rating based on factors like house rule compliance, cleanliness, and communication
- The number of guests and their location
- The reason for their visit and booking the property

2.0 Procedure for check in and check out

- The check-in time at the property is flexible and can occur anytime from 2:00pm until late, accommodating guests who may have late-night flights or drive from outside the city.
- The check-out time is set at 10:00am or earlier on the departure date.
- No more than six persons who do not comprise a single family are permitted to be on the property between the hours of 10:00 PM and 7:00 AM.
- Instructions provided upon booking include: information on accessing locks (The property has a digital lock system which where the code will change with every stay to ensure maximum security) and front door, the location of the designated parking areas, and where to find the council bins.

3.0 Complaints procedure

- The property manager is available to be contacted 24/7.
- Any complaints received regarding guests, the manager of the property will attend within between 5 and 30 minutes.
- Guests will be informed of the situation and any violation of the house rules.
- Depending on the severity of the violation, the reservation may be cancelled.
- It is forbidden for guests or visitors to make excessive and disruptive noise, especially between specific hours, and failure to comply may result in the termination of their stay, eviction, and extra charges for damage and security.
- Additionally, guests and visitors must behave in a socially responsible manner and minimize their impact on the surrounding neighbourhood and community. The owner of the property lives around the corner, making response time to any such complaints less than 5 minutes.

4.0 Manager Details

Contact details of the site manager for 52 Broadway are as follows:

Tristan Rogue

0423 587 450

tristanrogue@gmail.com

5.0 Maintenance

The owner has real-time access to the booking calendar and can plan for maintenance work to be carried out between guest stays. This will help to keep the property in good condition and meet the expectations of both the guests and adjoining neighbours. Any maintenance issues will be promptly reported and resolved either during guest's stays or after their departure, depending on the urgency of the situation. The goal is to maintain the appearance of the property and keep it at a standard that surpasses that of other properties in the area. The property owner resides nearby and will closely monitor the property's condition. The front of the property and any parking, trash, or rubbish issues can be monitored through the 'Ring' doorbell camera. If guests do not handle waste management properly, the owner will take care of it at an additional cost.

6.0 Use of premises

To ensure that the premises are used in a safe and responsible manner. Guests should adhere to the following rules for responsible use of the premises, including:

- No smoking or illegal activities on the premises
- Proper disposal of waste and food items
- Reporting of any damage or breakages
- Respecting the quiet hours of the neighborhood
- Proper usage of the appliances, furniture, and other items on the premises

7.0 Guest Guide/Handbook

Upon check-in, guests will be asked to read the "Guest Handbook" which provides all relevant information needed to have a comfortable, safe, and respectful stay. This handbook includes the contact information for the property manager, emergency contacts, emergency plan, house rules,

parking regulations, schedule for trash collection, public transportation options, and information about nearby attractions and amenities. The comprehensive nature of the guest handbook helps to minimize any potential problems or issues that may arise during the stay.

8.0 Security

Security is a top priority for 52 Broadway and is a critical component of our management plan. We take a comprehensive approach to security, which includes implementing various security measures to protect both our guests and hosts. To ensure the safety of our guests, we verify the identity of all users and provide a secure payment system. Additionally, we have a 24/7 customer support team to handle any security incidents that may arise.

In the event of an emergency, we have a dedicated incident response team that is available 24/7 to assist with any security incidents, alternatively, police, fire or ambulance should be contacted respectively and the property owner notified.

We also provide our guests with the resources they need to ensure their safety, such as guidelines for safe travel and information on local emergency services. An online search confirms that the site is not identified as being at risk of natural hazards. This means that it is located in an area that is considered safe from any potential natural disasters or threats, such as floods, landslides, or earthquakes. As a result, guests and residents can be confident that their safety is not being compromised by any potential natural hazards.

By taking a proactive approach to security, we aim to provide a secure and worry-free experience for all of our guests.

9.0 Parking

Our property provides a convenient solution for guests who need to park their vehicles with 4 allocated parking space available. This information will be clearly advertised to guests during the booking process, allowing them to make informed decisions about their stay.

Verge and street parking will strictly be not allowed and will be monitored closely via the 'Ring' camera app on the property owner's phone. Should guests park on the verge or street, they will

be issued with a warning and asked to move the vehicle into the allocated parking spaces mentioned above.

Code of Conduct for Guests and Visitors
52 Broadway Bassendean

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Introduction

The primary purpose of this code of conduct is to establish norms, regulations, and obligations for our guests and visitors. By adhering to the principles outlined in the code, industry participants can help ensure a positive and sustainable future for the property, while also promoting a positive experience for all those involved.

1.0 Compliance with Rules, regulations, law

Industry participants, guests, and property owners, are expected to comply with all applicable laws, rules, and regulations, including those related to health and safety and zoning, It is the responsibility of all industry participants to familiarize themselves with the relevant laws, rules, and regulations and to take appropriate steps to ensure compliance. This includes obtaining any necessary permits, licenses, or certifications, and complying with any applicable health and safety standards. Non-compliance with laws, rules, and regulations can have serious consequences, including fines and legal action.

2.0 Maintaining Safe and Clean Properties

Please ensure the property is left in the same condition as you found it.

3.0 Waste and garbage

Proper disposal of waste and recycling is a critical aspect of the code of conduct for the property. Guests have a responsibility to ensure that waste is disposed of in a safe and environmentally responsible manner using council bins provided which are to be taken out on relevant bin days which will be provided in the welcome folder.

Waste collection day is Wednesday morning and alternating bin days for Red, Yellow and Green bins will be provided in the welcome folder.

Should the bins not be returned from the verge onto the property by 7pm the following day, the property manager will bring them in to ensure a tidy appearance of the home is maintained.

4.0 Pets

Pets are to be considered at the property on a case-by-case basis, should yours be approved additional fees may apply along with the following rules:

- If your pet has an accident inside the rental, clean it up promptly and let us know what happened.
- Make sure that your pet is well-behaved and does not damage the property.

5.0 Damages

We will provide a detailed and accurate inventory of the property and its contents before each stay. If damage occurs, we will have the right to charge the guest for the repair or replacement costs of the damaged property, or to pursue other legal remedies as appropriate.

- Guests are responsible for any damage they cause to the property during their stay.
- Guests agree to report any damage they notice upon check-in and to provide prompt notification to the us if they cause any damage.

We will take action against guests who violate this policy, including but not limited to termination of their account, suspension of their ability to book future stays, and withholding payment to the host for damages.

6.0 Functions and Parties: Parties of any kind are not allowed and will lead to immediate eviction without a refund. The property is equipped with a noise monitoring device that will notify the owner through a phone alert if the noise level exceeds a certain level. The device also has a two-way microphone/speaker that will warn guests verbally if there is excessive noise. The front entrance of the property is fitted with a 'Ring' doorbell, which can be viewed by the property owner at any time through their phone and will notify the owner every time someone arrives at the door. The doorbell also stores video in the cloud, which helps prevent unauthorized guests from entering the house and minimizes the risk of parties and excessive noise.

7.0 Respect for Property: It is essential that guests treat the property with care and respect. Guests are responsible for any damages or excessive cleaning fees incurred during their stay. We kindly ask that guests handle all furniture, equipment, and facilities with care to avoid any unnecessary damages.

8.0 Quiet Hours: Our accommodation is in a residential area, and we ask that guests be mindful of their noise levels, particularly during quiet hours between 10pm and 8am. This consideration will ensure that all guests and neighbours can enjoy a peaceful and restful stay.

9.0 No Illegal Activities: We prohibit any illegal activities on the property or in the surrounding neighbourhood. Engaging in illegal activities is strictly forbidden and may result in immediate eviction.

10.0 No Unauthorized Guests: Guests are not allowed to bring additional people onto the property without prior written consent from the host. This measure is in place to ensure the safety and security of all guests and the property. Any approved visitors must comply with the code of conduct and will be the responsibility of the guest which the booking name falls under.

11.0 Smoking: Smoking is strictly prohibited inside the property. For the comfort and health of all guests, we ask that smokers refrain from smoking inside the accommodation.

12.0 Cleanliness: We expect guests to leave the property in a clean and tidy state. Any additional cleaning fees incurred as a result of the guest's stay will be charged to the guest. We kindly ask that guests take care to keep the property clean and tidy during their stay.

13.0 Hazardous Materials: To ensure the safety of all guests, we ask that guests do not bring hazardous materials onto the property. This includes, but is not limited to, flammable liquids, explosive materials, and toxic chemicals.

14.0 Lost or Damaged Property: In the event that any property is lost or damaged during the guest's stay, we ask that the guest immediately report this to the host. The guest will be responsible for any damages or lost items incurred during their stay.

15.0 Respect for Privacy: We ask that guests respect the privacy of the host and their neighbours. This includes avoiding any disruptive behaviour and respecting the host's personal space.

16.0 Complaints: Guests must notify the property owner/ manager of any disputes or complaints from neighbours to the property.

17.0 Check-in/Check-out: Guests must follow the agreed-upon check-in and check-out times. Any deviations from these times must be approved by the host in advance. This helps us to ensure that all guests have a smooth and efficient check-in and check-out process.

18.0 Food: It is noted that this short-term accommodation will not be hosted and that no food will be prepared on the premises.

We hope that these guidelines will help to ensure that all guests have a comfortable and enjoyable stay at our short-term accommodation. Thank you for choosing to stay with us, and we look forward to welcoming you soon.

By agreeing to the terms of this code of conduct, guests acknowledge that they understand and agree to abide by the rules and regulations set forth by the property owner. Failure to comply with these guidelines may result in termination of the booking and forfeiture of all payments made.

Broadway

CREATED ON
2022-04-28

LOCATION
52 Broadway

DETAILS
Total area: 256.14 m²
Living area: 256.14 m²
Floors: 1
Rooms: 4



THIS FLOORPLAN IS PROVIDED WITHOUT WARRANTY OF ANY KIND. SENSOPIA DISCLAIMS ANY WARRANTY INCLUDING, WITHOUT LIMITATION, SATISFACTORY QUALITY OR ACCURACY OF DIMENSIONS.



Schedule of Submissions
52 Broadway - Short Stay Accommodation

1	Affected Property: 57 Broadway, Bassendean	
Objection & Comment		
	Summary of Submission	Comment
1.1	Please note we do not agree or wish for the application under consideration by the owners of 52 Broadway who are seeking approval for short term accommodation to proceed or be accepted by the Town of Bassendean.	Noted.
1.2	This application for short term accommodation is outside the towns centre 400 metre rule for allowing short term accommodation.	All applications for development approval are required to be considered on their individual merit. The variation to locational criteria prescribed in Local Planning Policy No. 18 – Short Stay Accommodation is discussed within the Council report.
1.3	Myself and fellow residents of Broadway and Iolanthe Street are young families, workers and seniors who consider this area as a long term accommodation, and not having people coming and going in short stay accommodation. The residents of Broadway want to keep long term accommodation with stable residents that engage with each other, rely on each other, keep an eye on other's homes and if needed help each other when necessary.	Noted. The Town is obligated to consider the application on its individual merits. In this instance, the applicant seeks approval for Short Stay Accommodation only, and not for permanent residential accommodation. There is no evidence to suggest that guests would not engage with the long-term residents in a positive manner.
1.4	There is a very strong sense of community and support on this street and the introduction of a short-term accommodation will diminish this and potentially introduce issues if not monitored correctly if the proposed plan proceeds.	There is no evidence to suggest that a short-term accommodation will reduce the existing sense of community on the street. Should the application be approved, the Town would recommend a trial period to enable the Town to monitor the performance of the management plan, and the landowner/applicant would be required

	<p>to comply with the requirements of the management plan.</p> <p>Should the development not be performing in accordance with the management plan and or creating an amenity impact on the surrounding locality, a further approval may not be granted.</p>
1.5	<p>While the application states no more than 6 guests or unauthorised guests will occupy the house, this will be hard to mitigate and regularly monitor despite the owners' best intentions.</p> <p>Should the application be approved, the Town would recommend a trial period to enable the Town to monitor performance of the management plan. In this instance, should the subject premises not be performing an extension to the approval may not be granted.</p>
1.6	<p>Furthermore with the current housing crises in WA and Australia does not require short term accommodation- also it does not seem morally and ethically sound considering the vast amount of families and individuals in WA that are in dire need for a rental property to live in and call Broadway and the surrounding schools, shops and local business their home. Lastly, it has been projected that the housing crisis in WA Will continue into 2025 and which justifies a serious need for more long-term rental accommodation to families and individuals in WA that are In need.</p> <p>As mentioned above the Town is obligated to consider the application on its individual merits.</p> <p>In this instance, the applicant seeks approval for Short Stay Accommodation only, and not for permanent residential accommodation.</p> <p>Whilst Council can refuse application for Short Stay Accommodation on planning grounds, this does not necessarily mean that the landowner will choose to lease the property. Whether individual landowners choose to lease properties, is beyond the power of local governments to determine.</p>
1.7	<p>As the residents of 57 Broadway we urge the Town of Bassendean to reconsider allowing this short stay accommodation application, notably as this property is outside of the allowed 400 metre zone required for short term accommodation, along with the troubling housing crisis and likely negative impacts this will</p> <p>Noted.</p>

have on the streets of Broadway.	
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2	Affected Property: 55 Broadway, Bassendean	
Objection & Comment		
	Summary of Submission	Comment
2.1	I consider the application by the owner of 52 Broadway who is seeking approval for short term accommodation should not proceed or be accepted by the Town of Bassendean.	Noted.
2.2	This application for short term accommodation is outside the Town's centre 400-meter rule for allowing short accommodation. In this case its not in the TOB zone for short term accommodation.	All applications for development approval are required to be considered on their individual merit. The variation to locational criteria prescribed in Local Planning Policy No. 18 – Short Stay Accommodation is discussed within the Council report.
2.3	The people who reside on Broadway and on Iolanthe Street area are young families, workers and seniors who would have always expect to have long term accommodation residents and not having people coming and going in the short-term accommodation. The residents would want stable long-term accommodation with a stable resident population that engage with each other and enjoy the fact everyone knows their neighbours and help eye on their neighbours and support them if problems arise.	Noted. The Town is obligated to consider the application on its individual merits. In this instance, the applicant seeks approval for Short Stay Accommodation only, and not for permanent residential accommodation. There is no evidence to suggest that guests would not engage with the long-term residents in a positive manner.
2.4	There is a strong sense of community here that would deteriorate and be then lost if this proposal goes ahead. While the applicant says there will be no parties with the limit of 6 guests and no unauthorised guests, this would still be hard to	Whilst parties are a Police matter, it is the responsibility of the landowner/applicant to comply with the requirements of the management plan in respect to noise/guests. Should the application be approved, the Town would recommend a trial period to enable the Town to monitor performance of the management plan. In this

<p>manage even with the owner's good intentions.</p>	<p>instance, should the subject premises not be performing an extension to the approval may not be granted.</p>
<p>2.5 I find it morally wrong with the current housing crisis here in WA and nationally that some property owners see short term accommodation as their only option for their business model to pay their home / investment loan , when in fact working families are currently paying serious money for long term rental accommodation to have a roof over their head , they would want to rent No 52 for long term, send their kids to the local school and shop in our the local shops and eateries.</p>	<p>As mentioned above the Town is obligated to consider the application on its individual merits.</p> <p>In this instance, the applicant seeks approval for Short Stay Accommodation only, and not for permanent residential accommodation.</p> <p>Whilst Council can refuse application for Short Stay Accommodation on planning grounds, this does not necessarily mean that the landowner will choose to lease the property. Whether individual landowners choose to lease properties, is beyond the power of local governments to determine.</p>

3	Affected Property: 51 Broadway, Bassendean	
Support & Comment		
	Summary of Submission	Comment
3.1	I support an application for 52 Broadway to become an Airbnb, it's great to see an old home saved which will bring tourist dollars into Bassendean.	Noted.
3.2	I support this property to become shortstay accommodation, it looks like any concerns I had were covered off in the attached documents. What a great location for short stay accommodation! Close to the café and other businesses and close to the train to.	Noted.

3.3	<p>I'm so glad this beautiful old home was saved, if it was going to be a short stay accommodation then I'm all for it! It will probably be kept in better condition than a rental!</p> <p>Happy to see an old Basso house salvaged and done up. I support this.</p> <p>Love the house, love the idea to make it an Airbnb, I'm happy for 52 Broadway to be used as a short stay accommodation, I don't see any issues.</p>	Noted.
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4	Affected Property: Anonymous	
Support & Comment		
Summary of Submission		Comment
4.1	<p>I am writing to express support for this property to become a short stay accommodation. I live nearby, and the more kids I have, the more often I hear my mother-in-law in the next room, snoring in sync with my wife. I value the help, but I also value some privacy every now and then.</p> <p>I'd be so happy to put her up here, because its probably going to be more affordable than a hotel, and at least there's a set departure date. The thought of sleepovers also excites me. So, that will be the excuse to ship them over there for a weekend. I peeked over the fence, and luckily kids like pools.</p>	Noted.

5	Affected Property: Anonymous	
Support & Comment		
Summary of Submission		Comment
5.1	<p>I'm so glad this beautiful old home was saved, if it is going to be short stay accommodation then I'm all for it! It will probably be kept in better condition than a rental!</p>	Noted.

6	Affected Property: 14 Littlemore Way, Eden Hill	
Support & Comment		
Summary of Submission		Comment
6.1	I live in the Town of Bassendean and I have seen the progress of the renovation at 52 Broadway which is being beautifully restored. The notice that the property is planned as a short stay accommodation. I believe this will be a benefit to the community and local business. As a resident living near the property, I'd be only too happy to support this application. To have short stay accommodation in the area is a great opportunity to give people the option of living and experiencing our special town.	Noted.

7	Affected Property: 13 Pamela Way, Bassendean	
Support & Comment		
Summary of Submission		Comment
7.1	We have received advice of proposed short stay accommodation at 52 Broadway Bassendean. We have no objection to this proposal. Being close to public transport and quite central to the City and Swan Valley, it is a great location for short term stays. It will fill a need for such accommodation in the area.	Noted.

8	Affected Property: 13 Ida Street, Bassendean	
Comment		
Summary of Submission		Comment
8.1	I have no specific comments on the proposed development per se. Given the tight rental market in Perth, is council in a position to place a moratorium on short stay accommodation applications until such time as there is sufficient supply of rental properties for those	Noted. The Town is obligated to consider the application on its individual merits. In this instance, the applicant seeks approval for Short Stay Accommodation

<p>who need them? The property at 52 Broadway and the units at 63 Third Avenue subject to DA 2022-094 would be useful additions to the rental supply.</p>	<p>only, and not for permanent residential accommodation.</p> <p>Whilst Council can refuse application for Short Stay Accommodation on planning grounds, this does not necessarily mean that the landowner will choose to lease the property.</p> <p>Whether individual landowners choose to lease properties, is beyond the power of local governments to determine.</p>
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MANAGEMENT PLAN

SHORT TERM ACCOMMODATION

63 THIRD AVE, BASSENDEAN

This management plan is to be reviewed and updated annually.

Record of Review of Management Plan

Version	Description	Review Date
V1.0	Version 1	June 2022
V2.0	Version 2	August 2022
V3.0	Version 3	October 2022
V4.0	Date of review undertaken in 2022:	December 2022
V5.0	Updated based on feedback from Alex Snadden through SAT Mediation	February 2023

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1 Introduction

This Short-Term Accommodation Management Plan seeks to manage the amenity of No. 63 Third Avenue, Bassendean and conform with the Town of Bassendean Local Planning Framework.

This Management Plan establishes an acceptable standard of behaviour for guest and visitors to seek to minimise any adverse impact on the owner, neighbours, residents, and the Town of Bassendean.

It is envisaged that guests will be able to book a stay at this address via established supporting organisations such as real estate professionals, relocation managers, and short stay accommodation providers such as Airbnb. In the case of real estate professionals, guests will be also subject to the Residential Tenancies Act (1987) and the Real Estate and Business Agents Act (1978).

Bookings are for a maximum of four (4) adults or a family maximum four (4) people.

2 Check In

At the time of booking online, guests are to review and agree to accept the house rules which specifically state:

- No parties or events, you will be evicted immediately without refund, and if necessary, we will press further charges with police.
- Adult guests who book must give ID, pay a refundable security deposit of \$250, and sign a rental agreement on our secure online management portal. Guests are not allowed to stay and will not receive check in details until we have received these details.
- Quiet house after 10.00pm
- Check in time is 3.00pm – 8.30pm daily.
- Guests are provided with check in instructions, and a code for the lock box to gain entry into the property. Guests are to check in by 9.30pm.
- Check ins are not permitted between 9.30 pm and 7.00 am.

3 Access To The Property

Guests receive their check in details via our online portal. All pre-checkin components must be completed before details are sent. (Copy of ID, copy of credit card used to book, signed rental agreement including agreement to abide by the Code of Conduct – see

Appendix A – Code of Conduct).

Guests are issued with the pedestrian gate code, then are directed to a secure lockbox within the property common area, with the unique code to the lockbox for that stay.

Keys used cannot be copied. WA Lockservice – a local Bassendean business services all our secure locking needs and requirements.

4 Check Out

Check out time is between 8.00 am and 11.00 am on the day of departure unless other arrangements have been made with the Manager.

5 Managers Details

Contact details for the Manager of the site are as follows:

Louise Thompson

Expanded Equity

Ph: 0417913893

Email: louise@louisethompson.biz

Manages Apartments 1,2,5,6,7

Rachele Glover

Space BnB

Ph: 0431294402

Email: rachele@spacebnb.com.au

Manages Apartment 8

Lauren Zornada

Supreme Bnb

Ph: 0477739204

Email: Laurenz@supremebnb.com.au

Manages Apartment 3

6 Owner / Occupier

Currently one of the units is owner occupied and the owner currently has no short-term intention to lease the unit for short term accommodation. The owners' details are listed below:

Kirstin van Kwawegen

Apartment 4

Email: kirstin.van@hotmail.com

The owner will immediately contact the property managers directly should there be any issues or disturbances on site.

7 Use Of Premises

The property will be rented as a complex of 8 apartments and each residence to a maximum of four (4) adults or one (1) family maximum four (4) people occupants. Each apartment contains two (2) bedrooms and two (2) bathrooms, one (1) living area, one (1) dining area, and an outdoor area. Depending on the apartment this includes either a courtyard, or a balcony. These are available for each booking. All guests' vehicles can be parked within the property in designated parking pays, or in the two designated visitors spots directly outside the apartments. Guest's vehicles are not to be parked on the verge.

Guests should be mindful of the proximity to neighbours when using the outdoor spaces and keep noise to an acceptable level and ensure no impact upon the amenity of neighbours.

Premises are available for a minimum stay of five (5) nights and a maximum of 90 days.

Properties are serviced on each and every check out, or on a weekly basis in addition to cleaning prior to check in. A full maintenance team including dedicated gardener, cleaner, electrician, and plumber are part of the team.

Only one booking is accepted at any one time. Whilst the property contains a number of bedrooms, individual rooms shall not be leased, or sub leased separately. Names of all guests staying at the property is to be provided to the Manager at the time of booking. The Manager is to be made aware of any changes to the booking in terms of the number of guests being accommodated. This accommodation is suited to small families.

Each property is monitored by Minut 24hrs a day. Minut monitors noise, temperature, number of persons at the property, motion, and humidity. Any non-compliance by the guest is sent as an alert to the manager within ten (10) minutes. The manager will investigate immediately and take appropriate action. If non-compliance continues, eviction will immediately follow.

8 On-Site Register

A register of all occupants will be kept by the Manager, available for inspection by an authorised Council Officer, and shall contain:

- The full names and usual place of residence of all occupants
- The date of arrival and departure of the occupants

9 Monitoring Guest Behaviour

24x7 CCTV is installed to monitor all communal areas, entrances to apartments, including the security gates and pathways outside of the complex. These cameras are monitored by the Property Managers and provide recorded footage of all persons on site.

Separately, all apartments are fitted with a device that monitors the following:

- Noise Monitoring
- Occupancy Monitoring
- Motion Detection
- Device Tamper Detection
- Broken Glass

- Temperature & Humidity

The monitoring device will alert the property manager to any unusual disturbance. The Property Manager will then follow a management procedure to resolve any disturbance with the guest directly. Full details of the monitoring devices and management procedure are included in Appendix C - Monitoring

10 Complaints Management

Complaints will be managed by the dedicated Manager.

If neighbours believe that residents are not being respectful of the Code of Conduct, they are to contact the Manager. The Manager's contact details are as stated above.

If neighbours are having any issues with the operation of the property, such as the location and/or orientation of lighting, vegetation on site or any other general issues they are encouraged to contact the Manager to further discuss such issues.

A Register of Complaints (see Appendix B – Complaints Register) will be maintained by the owner and available for inspection by an authorised Council Officer. The complaints register is to contain the following information:

1. The date and time of the complaint;
2. The name and address of the complainant;
3. The nature of the complaint;
4. Investigations carried out;
5. Action taken; and
6. Response provided to complainant.

A copy of this Management Plan will be made available to neighbours. Neighbours will also be provided with the contact details of the Manager.

Neighbours are to be provided with the following regarding the short stay accommodation at No. 63 Third Avenue, Bassendean:

1. A copy of the Code of Conduct
2. A copy of the complains management procedure;
3. Contact details which allows neighbours to engage with the Manager in the event of antisocial behaviour, particularly after hours, if not addressed directly with the guests.

Neighbours are encouraged to contact the police if they have concerns that any illegal activity at No 63 Third Avenue Bassendean.

Complaints can be divided into categories, the process for each is detailed below:

Level 1 Complaint (minor noise disturbance and /or complaint)

In the event of a Level 1 complaint the following procedure is to be adopted:

1. The neighbour is encouraged to contact the Manager.
2. The Manager will contact the guests to advise the nature of the complaint and remind the guests of their obligations under the Code of Conduct and/or explain the nature of the concern raised;
3. If the issue is not resolved and a further complaint is received within 12 hours, the Manager or an appointed security firm is to attend the site;

4. In the event of a further complaint being received and the complaint is validated, the guests will be evicted in accordance with the Code of Conduct.

Level 2 Complaint (major noise disturbance or party)

Guests are encouraged to enjoy their time on the property but as outlined in the Code of Conduct, parties are not permitted and noise should be minimised after 10pm and before 7am.

If a Level 2 complaint is received, the following procedure is to be adopted:

1. The Manager or security firm will attend the premises within thirty minutes of the complaint to verify if this is a major noise disturbance or party;
2. If the complaint and the issue is deemed to be a level 1 complaint then the procedure for Level 1 shall be followed.
3. If the complaint is verified as a Level 2 complaint, the guests will be evicted in accordance with the Code of Conduct.

11 Maintenance

Maintenance refers to both building maintenance and care of the gardens. Maintenance will be managed by the owner. Maintenance will preferably be performed at a time between occupancy unless it is urgent and requires attendance at time of occupancy.

Other than in the case of an emergency, any maintenance contractors or staff will be engaged to attend during normal business hours to minimise disruptions to neighbours.

12 Guest Guide Portal

A guide is available for guests that provides the following information:

- Manager and contact details.
- Code of Conduct.
- Wi-Fi Device name password.
- Key lockbox code.
- TV information.
- Air Conditioner operation.
- Location of the first aid kit.
- Hot water systems operation.
- Rubbish bin location and procedure for collection of rubbish bins.
- Check in time.
- Check out time.
- Local restaurant and shopping.
- Local parks and recreation services.
- Other major attractions.
- All local events and attractions to support local community and businesses.
- Important contract numbers.

In response to the COVID-19 pandemic the guest guide is now provided in a digital format, which also ensures that it remains current and can be accessed by guests while they are in the property, or out and about the Bassendean township. A summary of the information provided is included in Appendix D - Guest Guide

13 Manager's Guide & Responsibilities

A guide shall be prepared for the Manager and kept in a folder by the Manager, documenting tasks and processes for the following:

- General hosting (Including liaisons with clients, providers and Local Government);
- Cleaning information between occupants;
- Procedure for bin collection;
- Laundry requirements;
- Garden preventative maintenance; and
- Building preventative maintenance

The Manager shall maintain:

- A Register of Complaints as referred to in Section 10 ;
- A register of all occupants referred to in Section 8;

14 Appendix A – Code of Conduct

CODE OF CONDUCT FOR GUESTS AND VISITORS

The Code of Conduct is provided to guests upon confirmation of the booking and will be at the property to ensure that guests and visitors know and comply with specific behaviour governing their permission to enter and occupy the property.

The Code of Conduct will be displayed in full view at the property so that it can be easily viewed by guests and visitors.

General Principles

Short Term Accommodation is a unique experience and the guiding principles of this Code of Conduct are:

- Treat this is as your own home.
- Respect your neighbours.
- Leave it in the appropriate condition as it was upon occupation.

General Requirements

- Guests and visitors must comply with this Code of Conduct and instructions from the Manager during their stay.
- Guests must notify the Manager of any disputes or complaints from neighbours as soon as practicable.

Noise and Residential Amenity

- Guests and visitors must not create noise which is offensive or has the potential to create a nuisance to occupiers of neighbouring properties especially between 10pm and 7am Monday to Saturday and 10pm -9am on Sunday and Public Holidays, during arrival, during departure, and at any time throughout the occupancy.
- Offensive noise is prohibited and may result in termination of permission to occupy the property, eviction, loss of rental paid and extra charges for security deposit or bond under the terms and conditions.
- Guests and visitors must not engage in any anti-social behaviour and must minimise their impact upon the residential amenity of the neighbours and the local community.

Visitors

- No visitors or guests other than those who are booked to stay at the property can stay in the property without first obtaining the Manager's approval.
- If the Manager's approval is obtained for visitors, guests are responsible for ensuring that visitors comply with this Code of Conduct.

Gathering or Functions

- This property is not a "party house" and any such activities are strictly prohibited.
- The property is not to be used for events, gatherings, parties, functions or similar activities.
- The property is monitored by an onsite sensor for noise, temperature, and number of guests. Any breach of protocol is sent to the manager as an alert. All breaches will result in instant eviction without refunds to the guests (also listed in 'house rules' and signed rental agreement).

Parking

- Guests and visitors are to comply with parking regulations and other requirements set out below and show consideration to neighbours and other vehicles.
- Parking is available on the property.
- Guests are not to park on the verge outside the property.

Garbage and Recycling

- Rubbish and recycled goods are to be disposed of in accordance with the usual practice at the property in the allocated bins, and excess rubbish must not be left in a public area.
- Rubbish and recycling arrangements at the property are in the form of the FOGO system to comply the Town of Bassendean Guidelines.
- Rubbish is collected every Monday morning.
- Bins should not be placed on the verge before 12pm on the day before collection day.
- The Manager is to check by 6pm on Sunday evening that the bins have been placed on the verge for collection. If the bins are not placed on the verge by 6pm on Sunday evening, the Manager will put the bins out for collection.
- The Manager is to check by 6pm on Tuesday evening (or the day of collection) that the bins have been brought onto the property and are not on the verge. If bins are still on the verge at 6pm on Tuesday evening, the Manager will bring the bins back on the property.
- All apartments are to be supplied with an educational laminated poster, and food waste bin for guests to ensure proper use of the bins.

Security

- Whenever you are absent from a property, close and lock all windows and doors to maintain security and prevent rain and water damage.
- At all other times, secure doors, and windows, as required.
- The mains electricity RCD's (Residual Current Devices) are in the property's meter box.

Outdoor Areas

- Guests are to respect the privacy of neighbours when utilising outdoor areas.
- Guests are to also minimise noise when in the outdoor areas.

Smoking

- Smoking is not permitted within the residence.

Pets

- Pets are only permitted by permission of the Manager.

Motorbikes and Bicycles

- Motorbikes and bikes are not permitted to be inside the residence.

BBQ

- Where BBQ's are provided, ensure that all controls are turned off when not in use.
- The BBQ is to be cleaned after each use.

Damages and Breakages

- Damages and breakages must be reported to the Manager.

Compliance

- Breach of this Code of Conduct is a breach of: The Terms and Conditions of Contract; and permission for occupancy of the property.
- The owner and Manager reserve the right, in accordance with the law, to terminate the permission to occupy and to evict from the property guests or visitors who refuse to follow the Code of Conduct or who cause a nuisance

15 Appendix B – Complaints Register

COMPLAINTS REGISTER
SHORT TERM ACCOMMODATION

Date and time of complaint	Name and address of complainant	Nature of the complaint	Investigations carried out	Actions taken	Date and summary of Response to complainant

16 Appendix C - Monitoring Guest Behaviour

Security Cameras

24x7 CCTV is installed to monitor all communal areas, entrances to apartments, including the security gates and pathways outside of the complex. These cameras are monitored by the Property Managers and provide recorded footage of all persons on site.

Noise Monitoring Devices

Separately, noise monitoring devices are installed in every short stay apartment at 63 Third Avenue, Bassendean. Not only used to prevent noise, damage, parties and break ins, but to ensure the safety and 5-Star guest experience for all our guests in residence.

Monitoring devices are located in the kitchen / lounge area which is where most noise within the apartments occurs. An example of the location on the floorplan of Unit 8 is provided below.

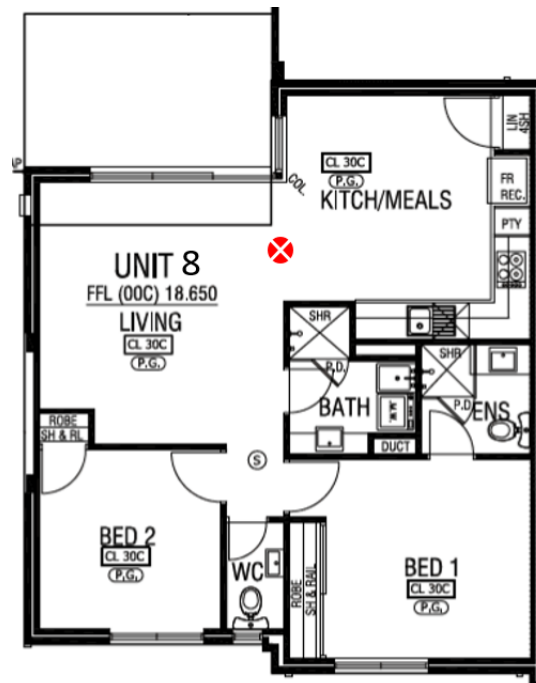


Figure 1 Location of Monitoring Device

An example of the monitoring application dashboard is provided below.

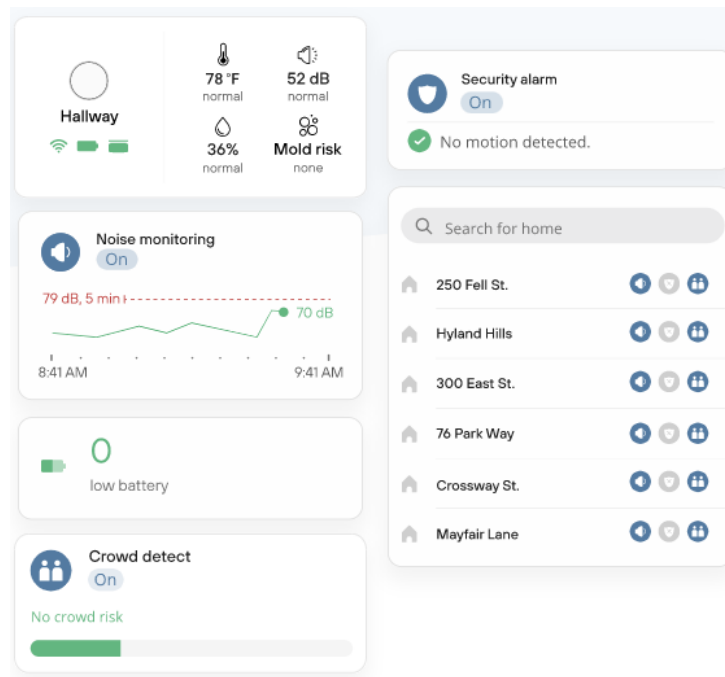


Figure 2 Monitoring Device - Dashboard

The monitoring devices include the following specifications:

- Integrates with our PMS system to enable capabilities of automatic messages to guests.
- Noise Monitoring: Measures noise in decibels. Each sensor is set to alert the Manager via text if there has been noise over 85 decibels for a continued period of 10 minutes. At this stage a process (detailed below) is in place to manage guests).
- Occupancy Monitoring: Tracks number persons at the apartment by how many devices are logged into the Wi-Fi.
- Motion Detection: Detects any motion within the apartment, and whether there is a lot or little motion.
- Tamper Detection: Instantly notifies Manager via text if the monitoring device is removed from its' ceiling mounting plate. Manager then calls the guest immediately and advises to replace and not touch the device, and that breach results in eviction without refunds.
- Instantly notifies Manager via text if the monitoring device is touched. Manager makes a call to the guest to advise not to touch the device, and that breach results in eviction without refunds.
- All breaches are dealt with immediately with instant results as a prevention strategy to loud gatherings or parties. It is the Manager's role to ensure noise control and prevent damage to property.
- Alarm – if an alarm goes off within the apartment, the Manager is immediately alerted via text.
- Security Alarm – can be turned on to protect the apartment from break ins during no occupancy.
- Broken Glass – if glass is broken or window smashed, the Manager is immediately alerted via text.
- Tracks Temperature & Humidity always shows the temperature and humidity inside the apartment.

Management process for alerts is as follows:

1. Noise over 85db recorded continuously for 10 minutes generates a message to the Manager:
2. Guest automatically sent a message from the monitoring system asking them to turn down the noise.
3. The manager then monitors noise and other factors to determine next steps.
4. If noise continues for 10 minutes a call is made from the manager to the guest inform them that eviction will occur if they continue to make noise
5. If noise stops no further action is taken.
6. If noise continues the guest is evicted from the property.

An example of how the monitoring device process works at 63 Third Avenue Bassendean:

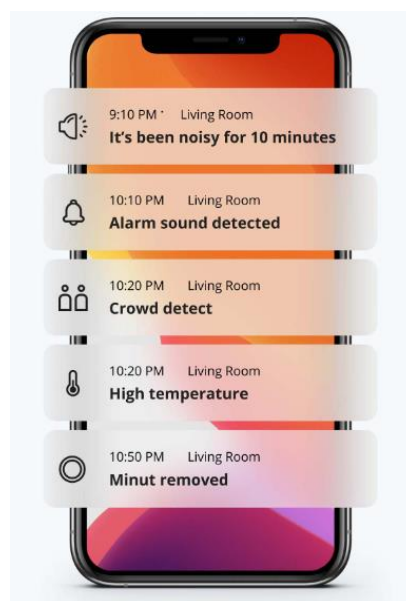


Figure 3 Monitoring Device - Manager Alert

<Operator> Hi John, I'm calling on behalf of Seaside Rentals. We received a notice that it's been loud for 20 minutes in the property you're staying at. Is everything alright?

<Guest> Hey there, yeah we're having some friends over for dinner.

<Operator> We'd like to remind you that noise should be kept at a minimum after 10 pm and that no parties are allowed in the property.

<Guest> Oh ok, thanks for letting us know. We didn't realise we were that loud and will keep it down from now.

<Operator> Thank you for your help John. Enjoy the rest of your stay.

Figure 4 Monitoring Device - Guest Communication

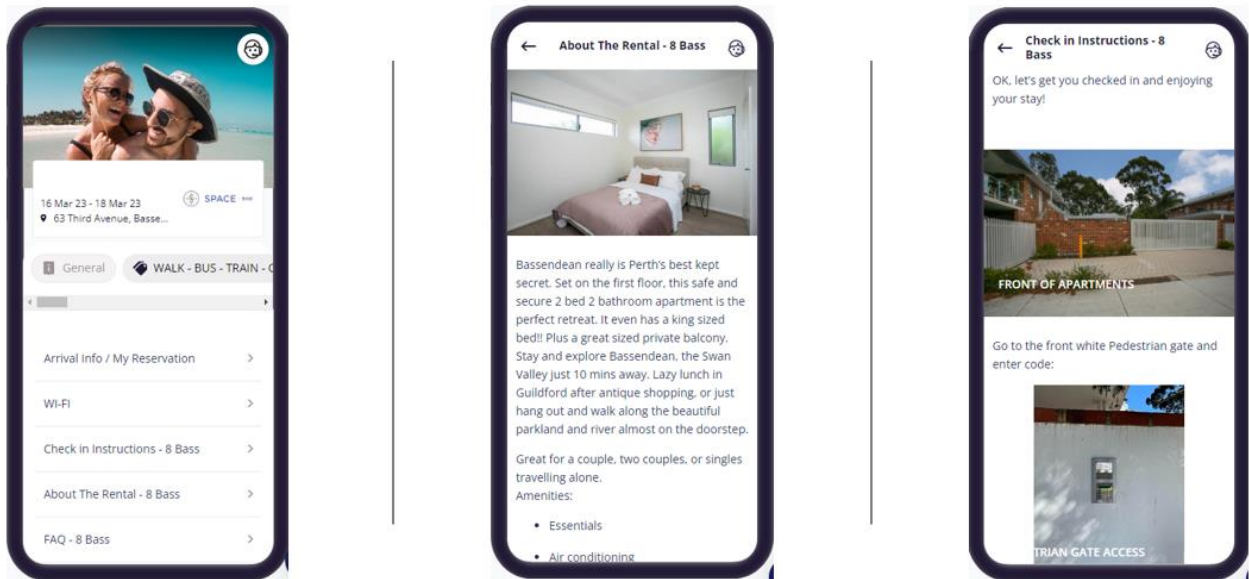
17 Appendix D - Guest Guide Portal

A Guest guide is available for guests once they have made a booking to stay at the property. In response to the COVID-19 pandemic the guest guide is now provided in a digital format, which also ensures that it remains current and can be accessed by guests, and can be translated into 20 different languages, while they are in the property, or out and about the Bassendean township.

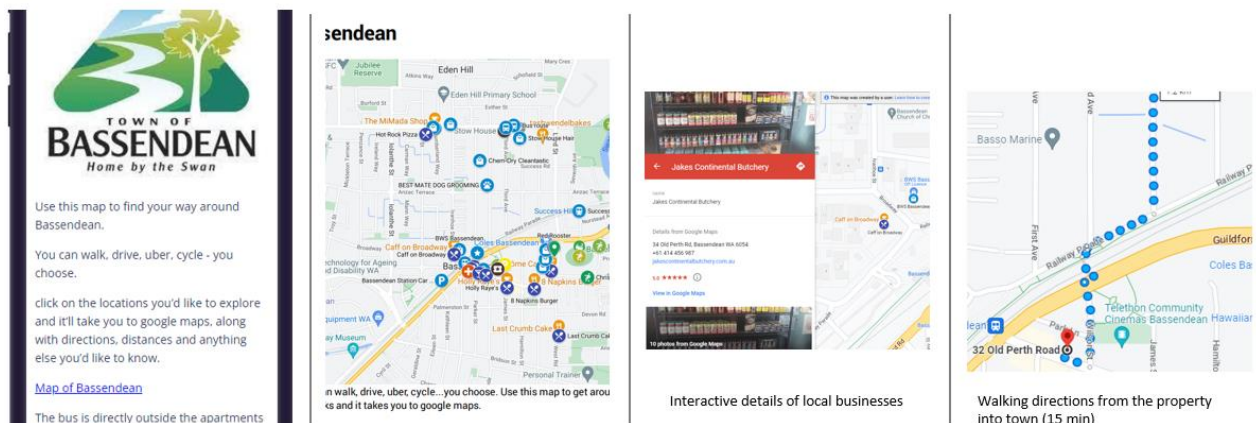
The Guest Guide Portal also provides the guest with direct access to the property manager if they have any questions regarding their stay.

A summary of the Guest Guide Portal outlined below:

Property Details



About Bassendean



Public Transport to and from Bassendean

The screenshot shows the Transperth website interface for Bus Route 341. It includes an interactive timetable section with filters for 'From' and 'To' stations, and a 'Timetable Results' table. Below this is a detailed schedule table with columns for 'Route 341 - By Bassendean' and 'Route 341 - To Bassendean'. The table lists bus numbers, times, and destinations.

Use this map to find your way around Bassendean.

You can walk, drive, uber, cycle - you choose.

click on the locations you'd like to explore and it'll take you to google maps, along with directions, distances and anything else you'd like to know.

[Map of Bassendean](#)

The bus is directly outside the apartments on Walter Road.

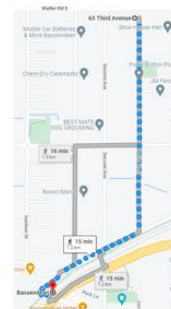
Click this link for the timetable and route map

<https://www.transperth.wa.gov.au/timetables/Bus=341&routeid=PAT-MOR-3133&date=2023-02-26&time=14:28&key=603&series=Bus%20Timetable%20Route%20341%20&342>

Google maps shows every bus stop. You can click on the icon and it will give you up to the minute information on all your transport needs.



Walk to Bus Stop (1 Min)



Walk to Train Station (15 Min)

House Policies and Guidelines

No Parties

Our apartments are residential. We respect our neighbours. We have a strict no parties policy. The local police are assisting us and if found to be having a party you will be:

- evicted immediately
- no refunds will be given
- you will be required to pay for any extra cleaning costs, and damage to the property
- criminal charges may be laid

Smoking Policy

We do not allow smoking in any of our properties. Please do not throw cigarette butts onto the deck, as it can cause house fires.

Any guests that do smoke indoors will be charged for cleaners to return the property to the state it was in when you arrived.

Coronavirus Information

Coronavirus information helpline
13 COVID (13 268 43)

🗣️ If you are experiencing symptoms or are unsure what to do, follow the link for detailed, up to date information
<https://www.health.wa.gov.au/coronavirus>

Rubbish & Garbage

The bin is located in the kitchen.

To empty your bin, exit the apartment, go down the stairs, 🌟 and cross to the other side of the complex.

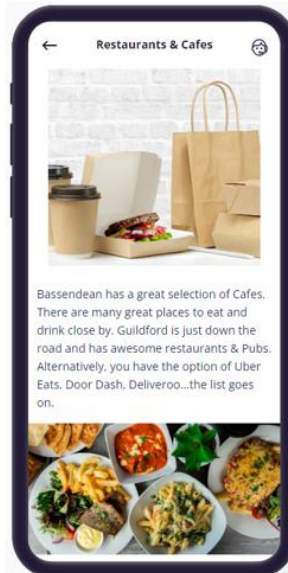
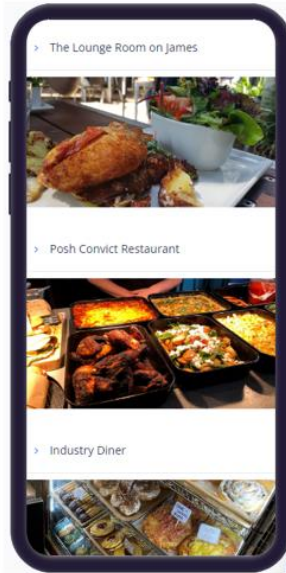
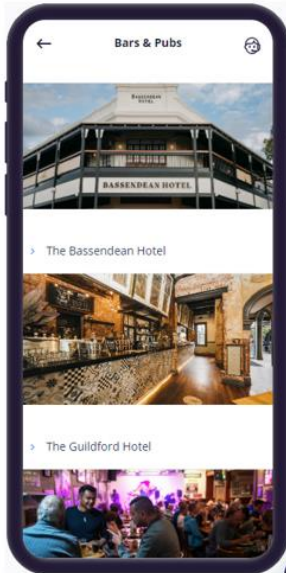
You will see a grey colour bond gate, open the gate to see the rubbish bins. LIFT THE LATCH TO OPEN GATE

Bassendean has a FOGO System. How to use the bins:

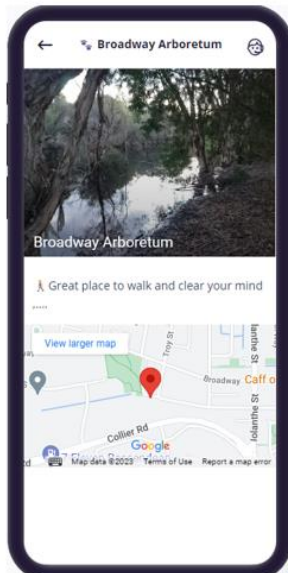
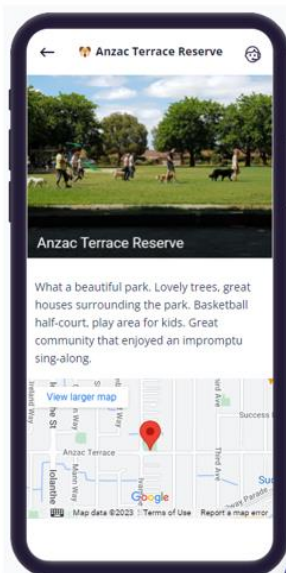
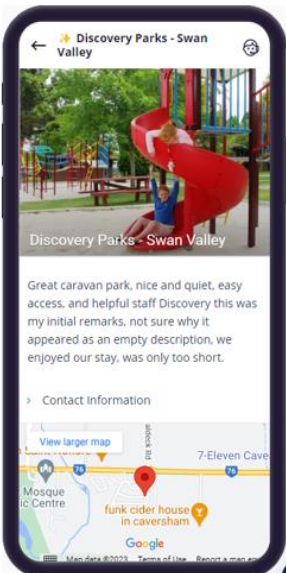
Did it live and grow?
Yes - use the small kitchen bin and deposit full bags into the GREEN LID BIN

🗑️ Can it be recycled?

Eating out in Bassendean



Activities around Bassendean



18 Appendix E – Fogo Rubbish System

The document below is installed in each apartment for the purpose of educating residents on the FOGO system.

HOW TO USE THE BINS

Did it live and grow?

YES = Use the small kitchen bin.
Deposit full bags into **GREEN LID BIN**
(bread, dairy, fruit, veg, meat, bones, seafood, leaves, paper towel, serviette, tissues)

NO = Can it be recycled?
Yes – use **YELLOW LID BIN**
(Cardboard, tins, plastic bottles, glass)

All other waste = RED LID BIN
(general rubbish, nappies, wipes, non-recyclables, plastics, plastic bags)

The kitchen bin is in the kitchen cupboard under the sink.
All bins are on the opposite side of the complex, at the front, near the pedestrian gate.

Figure 5 FOGO Rubbish System

19 Appendix F – Guest Feedback on Location, Safety, Quietness & Host Responsiveness

To assist the Bassendean community quests we now consider taking longer stay bookings for up to 85 nights. This enables people migrating into the area, the time to explore local businesses and find suitable long-term accommodation.

Example reviews from Guests who have stayed at 63 Third Avenue, Bassendean, supporting safety, quiet and clean premises and high quality stays, along with swift communication with the Short Stay Management Team.

Leanne's review of your place



Tranquil Tree View with Free Parking & Netflix
3–8 Nov 2022

Overall rating 5★

Public review

Very nice apartment, very modern, clean & quiet. Felt very safe with secure private parking. Loved our stay and would highly recommend this property..

Karie-Anne's review of your place



Tranquil Tree View with Free Parking & Netflix
5–16 July 2022

Overall rating 5★

Public review

Had a wonderful 10 day stay in a great unit the feeling of safety in the gated complex was fantastic and the communication with the Host was brilliant Thank you

John's review of your place



Tranquil Tree View with Free Parking & Netflix
31 May – 6 June 2022

Overall rating 5★

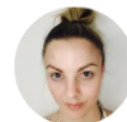
Public review

A great apartment, well appointed, immaculate and conveniently located. Thoroughly recommended and very professionally managed by Rachele.

Private note from John

Thank you Rachele , A great apartment and location. Looking forward to staying there on our next visit to Perth.

Fallyn's review of your place



Tranquil Tree View with Free Parking & Netflix
4–22 Apr 2020

Overall rating 5★

Public review

Great location, great price and Rachele is very hospitable she couldn't have helped us more!

20 Appendix G – Enhancing the Amenity of the Bassendean local area

Over the last 4 years the Short Stay premises have enhanced the amenity of the local area through providing the following:

- Our Short Stay premises have hosted many locals and local families including: grandparents visiting their children and grandchildren; locals who need emergency accommodation; family members attending weddings, birthdays or other special occasions; covid isolation; families requiring accommodation to support medical procedures of loved ones at Midland Hospital or transient workers from hospitals or local businesses.
- Our Short Stay premises have accommodated countless guests who otherwise would not have stayed in Bassendean due to the lack of suitable accommodation alternatives.
- Guests spend money at the Bassendean Town Center, thereby supporting local businesses. We regularly receive feedback from guests highlighting how pleasant it is to walk into town for lunch or dinner, peruse the shops and wander home. It is a researched fact that guests staying in short term accommodation spend money in the local community. See Appendix B a research paper produced by Deloitte to support this statement.
- The Short Stay Management Team also procures accommodation supplies from local businesses such as cleaning equipment, kitchen and bathroom supplies, snacks, and other items requested by guests.
- Due to the convenience of local public transport options, on many occasions our guests have enjoyed not needing to hire a car (adding extra expense to their stay), but rather enjoy walking to their relatives' homes when needed. This is a positive for reduced environmental impact and minimises traffic congestion.
- A very large part of our strategy is to promote local business. We have a detailed and comprehensive guidebook recommending local eateries, pubs, shops etc.
- It is in the Property Management Team's best interest to keep the apartment block and surrounding areas clean, tidy and quiet as this has an immediate effect on Guest reviews and future bookings/stays. See a selection of reviews supporting this in Appendix F – Guest Feedback on Location, Safety, Quietness & Host Responsiveness.
- We find rubbish and junk is not left by our guests in the street outside the complex, it is from locals who walk past during the night. We have witnessed these actions via our security cameras. When this happens, we have cleaned up after these people within a timely manner.
- All apartments are provided with off street parking for at least one car, some apartments have two allocated spaces. Parking has never been an issue within the street, or the complex. Guests commonly travel in one car. There are now less cars in the street, and in the complex than there were five years ago when it was a long term rented complex.
- As operators this short stay property is a collective long term strategy. We require it to be successful. We take our place within the community seriously and work towards being part of the solution rather than the problem. Never once have our neighbours approached us with complaints. **We currently are rated at over 4.9 stars (out of 5) which is well above industry standard.**

21 Appendix H – Economic Impacts of Short Stays in Western Australia

Economic Impacts of Short Stays in Western Australia (as published by Deloitte- [Economic Impacts Airbnb WA](#))

In one year in Western Australia, 171,500
Airbnb guests spent **\$155 million**



On average, guests staying across Western Australia
rated their Airbnb listing **4.7** stars out of 5



Note that the Average Rating for the Short Term Stays at 63 Third Avenue, Bassendean are 4.91 Stars.



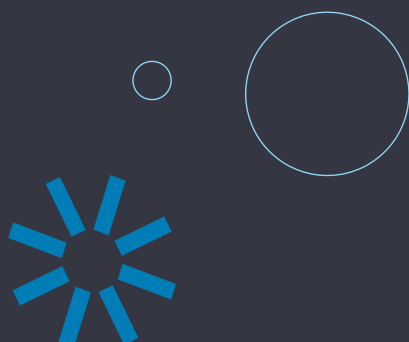
**Economic effects of
Airbnb in Australia**

Western Australia

2017

Glossary

ABS	Australian Bureau of Statistics
DAE-RIO-M	Deloitte Access Economics' Regional Input-Output Model
DAE-TFM	Deloitte Access Economics' Tourism Forecasting Model
EBITDA	Earnings before interest, tax, depreciation and amortisation
FTE	Full time equivalent
GDP	Gross domestic product
GOS	Gross operating surplus
GSP	Gross state product
IO	Input output
IVS	International Visitor Survey
NVS	National Visitor Survey
TARDIS model	Tourism Accommodation Regional Demand, Investment and Supply model
TRA	Tourism Research Australia



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Executive summary

Key points

- Airbnb has grown in popularity in recent years as part of a broader trend towards the 'sharing economy', where peer to peer platforms directly connect customers and providers. Western Australian Airbnb hosts accommodated 171,500 guests for 292,900 nights in Perth and regional towns across the state.
- Airbnb guests are now a significant driver of the tourism economy, with a total contribution to Western Australia's GSP of \$100 million in 2015-16, supporting 780 jobs in addition to the activities of hosts. An analysis of tourism policies across Australian states and territories finds Airbnb can help contribute to a number of their objectives.
- Platforms like Airbnb increase the supply of guest accommodation in volume and variety terms, so they can both drive growth of the tourism industry and increase competition. There may be costs and impacts for existing operators, but consumers stand to gain
- One of the drivers of Airbnb growth has been creating lower cost accommodation options – we estimate a cost saving of around \$26 million in 2015-16 for guests staying in Sydney who might otherwise have stayed in traditional accommodation
- One of the key non-price differences of Airbnb is location – three-quarters of Airbnb properties in major markets around the world are located outside traditional tourist areas. Other features include bringing people together from other states or countries, home-like facilities in accommodation, and the features of the Airbnb app itself such as the rating system. The non-price benefits are estimated to be worth the equivalent of almost \$50 million in 2015-16 for guests staying in Sydney alone
- The average star rating for Airbnb listings across Western Australia is 4.7 out of 5
- Airbnb hosts in Western Australia earned a median income of \$5,300 in 2015-16 – a fairly modest supplement to a household's main sources of income, but which may nevertheless be handy for living expenses, to pay down debt or to increase savings.

In one year in Western Australia, 171,500
Airbnb guests spent **\$155 million**



supporting **780 jobs** and **\$100 million** in GSP



Airbnb hosts earned a median income of **\$5,300**



On average, guests staying across Western Australia
rated their Airbnb listing **4.7** stars out of 5



Airbnb is a peer to peer platform on which people can list and book accommodation around the world – whether that be a spare bed, a private room or a whole house. Short-stay rentals facilitated by platforms like Airbnb are part of a broader trend: the growth of the ‘sharing economy’, through which consumers are choosing to share assets and services via digital platforms. Airbnb is distinct from traditional tourist accommodation, in that Airbnb does not own any of the property listed on its website – it acts as a platform to connect hosts and guests to book accommodation, publish information about host properties, facilitate payments and collect ratings from hosts and guests.

This report examines the economic impacts of Airbnb, estimating the contribution of guest spending to the Australian and Western Australian economies, the economic benefits enjoyed by guests, and the income earned by hosts. By adding to both the volume and variety of guest accommodation, we find that there are a number of benefits for guests, hosts, and the tourism industry.

The contribution of Airbnb to tourism in Western Australia

Airbnb plays an important role in supporting tourism in Australia, by facilitating accommodation bookings and advertising Australian destinations to consumers around the world. Around 62,100 stays were booked with Airbnb in 2015-16 in Western Australia, with **Airbnb hosts accommodating 171,500 guests for 292,900 nights in Perth and regional towns across the state.** Airbnb has grown rapidly in Australia since its launch in 2012, with its innovative market offering allowing ordinary people to host tourists from around the world. According to Airbnb, over 80 per cent of Airbnb hosts across Australia share the homes in which they live.

Our analysis is based on the tourism expenditure of Airbnb’s guests in Australia. **Airbnb guests spent over \$155 million in Western Australia in 2015-16,** based on Airbnb bookings and survey data from Airbnb and Tourism Research Australia. This includes the amount paid to Airbnb hosts for accommodation, as well as expenditure on items like food, drinks and entertainment, but excluding fees charged by Airbnb. The economic contribution study is based on Input-Output (IO) modelling techniques.

Our analysis found that the **total economic contribution is on average 1.3 times the direct contribution** in Western Australia.

It is estimated that Airbnb guest expenditure is associated **with \$100 million in value add to the Western Australia economy,** and supports 780 full time equivalent (FTE) jobs across the state. This includes \$76.3 million in value add and 599 FTE jobs in the regional Perth economy, and \$23.4 million in value add and 180 jobs in the rest of the state.

While induced effects were not assessed quantitatively in this report, these effects may be locally significant in some regions – especially where tourism plays a significant role in the economy.

Supporting government tourism objectives

Airbnb is aligned to both federal and state government objectives. The key federal objective – *Tourism 2020* – sets stretch targets for Australia’s tourism industry. Short-term private rental services like Airbnb can assist the government in meeting its accommodation supply and tourism expenditure targets.

At the state level, Airbnb generally supports a number of policy goals, including those related to the *State Government Strategy for Tourism in Western Australia 2020*. Relevant focus areas include the Western Australia brand, tourism infrastructure, boosting visitation to regional Western Australia and positioning Western Australia as a recognised events destination.

Consumer effects

Guests who book accommodation through Airbnb benefit from its features and the lower average cost of accommodation on the platform. Airbnb’s innovative platform allows guests to find accommodation outside major hotel districts and enjoy a personal connection with their host and the surrounding community. Airbnb’s bidirectional ratings system also encourages quality service, with listings across Western Australia rated 4.7 stars on average. The features (other than price) of Airbnb are further described in Figure i.

Traditional accommodation providers have also been part of digital innovation trends in recent years, including greater use of comparison websites that increase competition, increased use of guest ratings and easier ways to find accommodation in certain locations. Nevertheless, the features in Figure i, along with competitive prices, have seen Airbnb have a number of effects in the market.

Western Australia

Total contribution (\$m)

99.7

Total employment (FTE)

780

Northern Territory

Total contribution (\$m)

6.5

Total employment (FTE)

55

Queensland

Total contribution (\$m)

217.4

Total employment (FTE)

2,115



New South Wales

Total contribution (\$m)

512.5

Total employment (FTE)

4,452

South Australia

Total contribution (\$m)

38.2

Total employment (FTE)

407



ACT

Total contribution (\$m)

12.6

Total employment (FTE)

99



Victoria

Total contribution (\$m)

412.6

Total employment (FTE)

4,084

Tasmania

Total contribution (\$m)

54.5

Total employment (FTE)

599

Figure i : Features of Airbnb



Firstly, Airbnb facilitates people offering their homes for short term accommodation, which can occur at lower prices than traditional tourist accommodation. These cost savings, as well as the features of Airbnb, encourage some consumers to book Airbnb listings. The lower average prices may also induce price-sensitive consumers who could not otherwise have afforded to travel – thus growing the size of the overall short term accommodation market.

Secondly, Airbnb is adding to the overall variety in the market– listings are available in a variety of locations outside major hotel districts, in differing configurations (from apartments to treehouses) and are provided through a peer to peer platform.

These differences may create extra traveller non-price benefits known as ‘consumer surplus’ – the difference between what consumers are willing to pay for Airbnb accommodation, and what they actually paid. Guests may be willing to pay more for Airbnb accommodation due to the features described.

Airbnb also has a platform for business travellers – Airbnb for Business. Over 200,000 clients have registered and used the Airbnb for Business platform worldwide. In addition to the broader consumer benefits and cost savings for employers, the ability to rent an entire space – such as a whole apartment or house – is particularly useful for businesses wishing to facilitate a retreat or offsite team session.

It is also beneficial for business travellers on an extended stay or preparing for relocation, as the property is more similar to a home than a hotel.

Sydney – a case study

To illustrate these two effects, Deloitte Access Economics examined the Sydney accommodation market as a case study. As we have described throughout the report, many of the features of Airbnb listings and traditional hotels are considerably different. Airbnb listings and hotel rooms are not perfectly substitutable, however they compete in the market for accommodation.

Airbnb listings also typically do not have many of the services which are provided by hotels and expected (and valued) by guests, such as a permanent reception desk, baggage storage or daily housekeeping.

Airbnb bookings data and traditional accommodation bookings data from the Australian Bureau of Statistics showed that **rooms in Airbnb listings are, on average, \$88 cheaper per night compared to traditional accommodation in central Sydney, while this difference is \$50 per night outside central Sydney.** This cost differential excludes Airbnb shared rooms and private rooms within dwellings to provide better comparability to hotels. Using this price differential and an analysis of how Airbnb interacts with the traditional accommodation market, we estimate that **Sydney guests saved \$25.8 million in 2015-16.**

Overall, we estimate that **total consumer surplus for Airbnb trips to Sydney was \$48.4 million in 2015-16.** This is based on the difference between aggregate willingness to pay (derived using elasticities) and the total amount spent on Airbnb accommodation in Sydney in 2015-16.¹ This value indicates how much extra consumers are willing to pay for Airbnb accommodation.

Producer effects

Platforms like Airbnb are adding to accommodation supply and in doing so, are generating competition in the market. There may be costs and impacts for existing operators in the accommodation market due to this competition, particularly given Airbnb's rapid growth. However, Airbnb is also growing the overall size of the market – with consumers induced by Airbnb's lower average prices or its innovative features. Despite the potential impacts on existing operators, consumers stand to gain from competition in the long term through improved quality and reduced prices.

Airbnb hosts benefit from additional income. **Airbnb hosts in Western Australia earned a median income of \$5,300 in 2015-16** – a fairly modest supplement to a household's main sources of income. However it can be used for living expenses, to pay down debt or increase savings. This extra income can also support hosts to explore new business ventures – in 2013, 27 per cent of Sydney Airbnb hosts surveyed were freelancers, entrepreneurs or self-employed.

Airbnb hosts can also enjoy the cultural exchange facilitated by Airbnb. Both the host and guest can experience another culture through Airbnb, whether that be through a conversation, a meal or a guided tour. This can be a learning opportunity for hosts, and can help develop a greater understanding of diversity, culture and community.

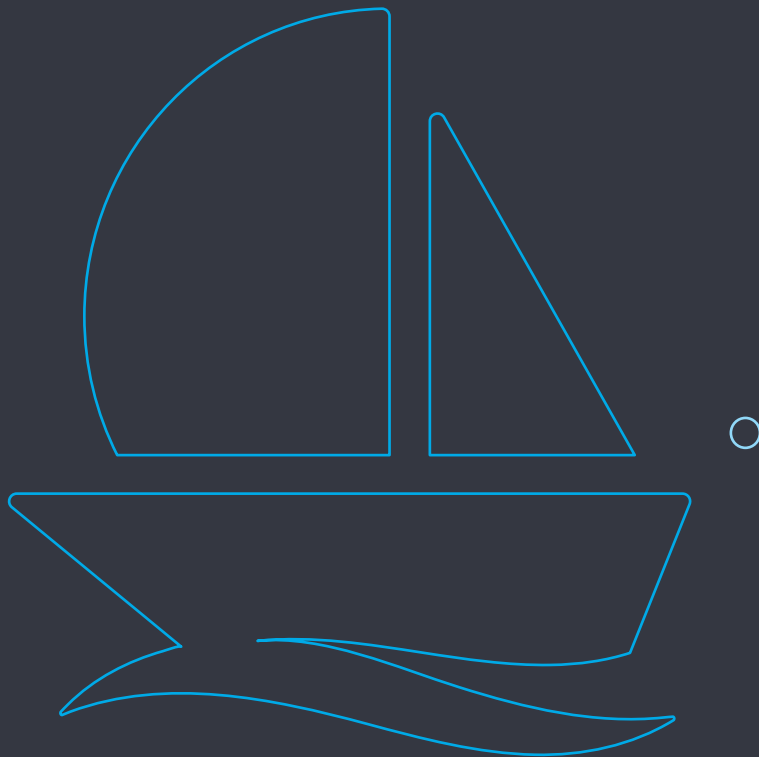
Airbnb can activate local communities by distributing visitors across cities. **74 per cent of Airbnb properties in major markets across the world are located outside the traditional tourist districts** – meaning that both visitors and their spending is dispersed rather than concentrated, helping local businesses outside areas which traditionally benefit from tourism. Public discussion surrounding the potential neighbourhood and amenity impacts of Airbnb continues, and it is acknowledged appropriate regulation could help address these concerns. Airbnb has previously supported legislation to address potential neighbourhood and amenity impacts, such as the amendments to the Owners Corporations Act 2006 (Vic). However, we did not consider regulation in detail as part of this analysis.

1. Introduction

"Our guests are always out and about. Without kitchen facilities in the room, they tend to go out for meals, though we've had a few pizza deliveries!"



Sharon,
host from Perth



1.1 Purpose and scope of report

Since its Australian launch in August 2012, Airbnb has facilitated over 1.3 million short stays in Australian cities. In excess of 150 million guests, including over 2.5 million Australian guests, are currently on the platform.

Airbnb engaged Deloitte Access Economics to assess the economic effects of Airbnb in Australia. This report aims to quantify the economic contribution of Airbnb guest spending to the Australian economy, and evaluate the economic benefits enjoyed by guests, hosts and the wider community. These effects are considered in the remaining chapters of this report:

- The tourism industry in Australia and support for government tourism objectives, described in Chapter 2
- The economic contribution of tourism facilitated by Airbnb, described in Chapter 3
- Benefits for guests, including business travellers, described in Chapter 4
- Producer effects, described in Chapter 5.

Each of these chapters will also consider the impacts in a qualitative fashion.

1.2 What is Airbnb?

Airbnb is a peer to peer platform on which people can list and book accommodation around the world. Established in San Francisco in 2008, Airbnb today has properties listed in over 65,000 cities and towns, including around 800 Australian cities, towns and suburbs. Airbnb has grown rapidly following its Australian launch in 2012, with around 800,000 stays booked in 2015-16 – out of 1.3 million stays since 2012.

Unlike most tourist accommodation, properties on Airbnb are listed by the person in possession of the property. This is in comparison to hotels and serviced apartments – many of which are owned and managed by large private companies. Airbnb enables ordinary people to list their spare rooms, homes and holiday houses as available for short term stays. According to Airbnb, over 80 per cent of Airbnb hosts across Australia share the homes in which they live.

Short-stay rentals facilitated by platforms like Airbnb are part of the sharing economy, through which consumers are choosing to share assets and services via digital platforms. While at its core, Airbnb fills the same role as traditional short-stay accommodation – providing a place to sleep at night – the way in which it delivers this service is different to existing operators. This differentiated service leads to a number of benefits for guests and hosts, as well as positive effects for local communities.

Other platforms exist which provide a similar service to Airbnb. For example, Stayz – on which people can list whole homes and apartments for short-term stays – has been in operation since 2001. Some real estate agents can also list and arrange short-term leases of holiday homes and apartments.

1.2.1 Listing a property on Airbnb

A person who has a space that they would like to list on Airbnb is required to register as a host on Airbnb's website to use the platform. The registration process involves signing up to the platform and completing information about their property, including a description of the space available and uploading photos. The host also provides personal details, and can add a government identification to verify their account.

The person who lists the property is able to set the cost of renting the accommodation, with Airbnb receiving a small percentage fee per booking. The host also decides the availability of the property and booking settings. Hosts on Airbnb have a range of options, for example, whether instant bookings are available, or whether stay requests need to be confirmed by the host. Hosts can also set minimum requirements for guests, including verified identification, profile picture or rating.

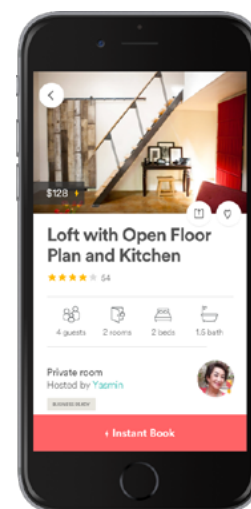
Hosts are protected through Airbnb's host guarantee, which will reimburse eligible hosts for damages up to \$1 million.

1.2.2 Booking a stay on Airbnb

Guests register through the Airbnb platform in a similar manner to hosts. Guests can also verify their account using government identification, and link other online profiles to their Airbnb account.

Guests can book a stay via Airbnb's website or on its mobile application. Guests can search for listings using different criteria, such as by date, city, neighbourhood, price or type of property. A sample listing is shown in Figure 1.1 below.

Figure 1.1: Airbnb listing



Source: Airbnb

Depending on the host's booking settings, a listing may be available for instant booking or the stay may need to be approved by the host. The host will be able to see the guest's profile and any reviews written by other hosts when accepting the reservation request. Similarly, the guest will be able to see other guests' reviews of the listing.

When an instant booking is made or a booking request is accepted, the guest's reservation is automatically confirmed. Hosts and guests agree a check-in time and how the keys to the property will be exchanged. Hosts can also add a security deposit to their listing before the reservation is booked.

Guests are charged for the reservation by Airbnb at the time the booking is confirmed. Airbnb then remits payment to the host 24 hours after check-in. Guests are also charged a guest service fee by Airbnb.

While staying at a property, Airbnb guests are asked to follow house rules set by the host. These may include requests not to smoke, prohibitions against holding parties or dealing with the misuse of common areas. After the stay is completed, both the guest and the host are invited to submit a review on their experience within 14 days of checkout and provide a star rating out of five about their experience.

1.2.3 Other Airbnb services

Airbnb recently expanded its offering to include city tours and activities through Airbnb Experiences. The platform features local experts and guides who have joined Airbnb to share their city and their passion with travellers from around the world. Guests can book these experiences through Airbnb, with the sessions ranging from one-day tours to week-long immersive classes with accommodation included. Experiences are broadly categorised into sports, nature, social impacts, entertainment, food and the arts, with examples including surfing classes in Los Angeles, truffle hunting in Florence and samurai swordplay workshops in Tokyo.

The Airbnb website and mobile application also features a separate section dedicated to places and neighbourhoods. Local hosts share their knowledge to develop guides for travellers exploring different neighbourhoods in each city – such as Fitzroy in Melbourne, or Redfern in Sydney. The guides can not only be used to explore a city, but also to help choose which neighbourhood best suits a guest's needs and interests.

1.3 Other issues not in the scope of this report

It is acknowledged that there are some community issues relating to Airbnb, such as noise levels and strata issues. As this report focuses on the economic benefits of Airbnb, it does not consider these topics in detail. Airbnb listings are, in many cases, located in suburban neighbourhoods – meaning that there is potential for conflicting views. For example, Tourism Accommodation Australia has noted in a submission to the Federal Opposition that there are possible amenity issues associated with short term letting, such as anti-social behaviour, increases in building wear and tear and degrading of amenities and capital values.² Appropriate regulation can help address these concerns to ensure that individual players do not negatively affect neighbours and amenity.

This report does not analyse in detail the drivers of the cost differential between hotel accommodation and Airbnb listings. The regulatory requirements for hotel accommodation and Airbnb listings are different. Airbnb has previously supported legislation to address potential neighbourhood and amenity impacts, such as amendments to the Owners Corporations Act 2006 (Vic). However, this report does not analyse or compare the regulatory arrangements for home sharing or traditional accommodation.

2. Supporting government tourism objectives



Tourism is an important part of the Australian economy, with both levels of government setting objectives to achieve industry potential. Airbnb can help governments achieve these objectives through the expansion of room supply and greater average tourism expenditure.

2.1 The Australian industry context

This section outlines how tourism in Australia is growing, and how the traditional part of the market is also growing in both occupancy and supply terms. Short-term private rentals are growing and represent a modest component of the overall sector.

2.1.1 Tourism in Australia

Tourism was estimated to contribute \$53 billion to Australian Gross Domestic Product (GDP) in 2015-16, representing 3.2 per cent of national income.³ Deloitte Access Economics identified tourism as one of the 'Fantastic Five' sectors driving the next wave of Australian prosperity in its thought leadership report, *Building the Lucky Country – Positioning for Prosperity? Catching the next wave*.

7.4 million international visitors aged 15 years and over visited Australia in the year ending September 2016, increasing by 11 per cent over the period⁴ – the fastest rate of growth since the mid-1990s. At the same time, domestic overnight trips increased by 5 per cent to 89.4 million trips, with overnight spend reaching \$59.8 billion.⁵ Clearly, Australian tourism is bucking domestic and international trends, with total tourism expenditure growing more than three times faster than the overall economy in the past year.

Table 2.1: Tourism in Australia, year ending September 2016

Metric	International		Domestic	
Overnight visitors (international) /trips (domestic)	7.4 million	↑ 11%	89.4 million	↑ 5%
Number of nights	251 million	↑ 4%	330 million	↑ 4%
Overnight visitor expenditure	\$38.8 billion	↑ 11%	\$59.8 billion	↑ 5%

Source: Tourism Research Australia⁶

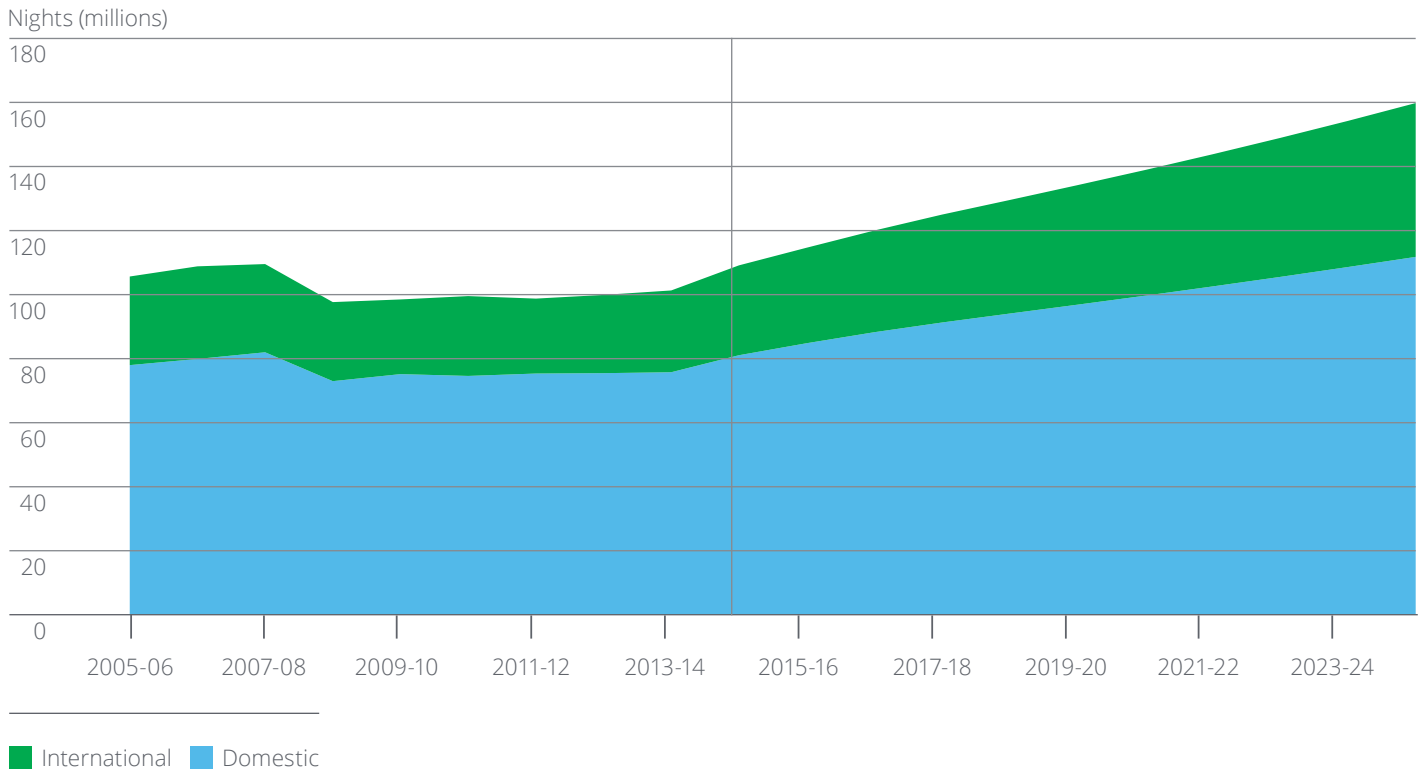
Deloitte Access Economics forecasts international visitor trips to grow by 6.3 per cent per year and visitor nights by 6.2 per cent per year on average over the next three years. This places the aggregate number of international visitors to Australia in 2019 at 9 million, and the total number of nights at 310 million. In terms of domestic travel, Deloitte Access Economics forecasts trips to grow by 3.3 per cent and visitor nights to grow by 3.2 per cent each year on average over the next three years.⁷

2.1.2 Traditional visitor accommodation: growing strongly

Estimates of visitor nights and hotel supply suggest that the most significant part of the market, the traditional hotel market is growing strongly. Traditional visitor accommodation is defined here to include hotels, motels, guesthouses and serviced apartments, consistent with the Australian Bureau of Statistics (ABS) definition of tourist accommodation.⁸

The latest available data shows that domestic tourists stayed 84.1 million nights in traditional visitor accommodation in 2015-16, with international visitors staying 28.7 million nights.⁹ Domestic visitor nights in traditional accommodation are predicted to reach 112.0 million by 2024-25, with international visitor nights forecast to reach 48.1 million.¹⁰ This represents a 10-year average annual growth rate of 3.3 per cent for domestic visitor nights and 5.5 per cent for international visitor nights.

Chart 2.1: International and domestic visitor nights in traditional visitor accommodation, 2005-06 to 2024-25



Source: Tourism Research Australia¹¹

Room occupancy rates in tourist accommodation establishments with 15 or more rooms rose by 1.3 percentage points to 66.6 per cent in trend terms in June 2016.¹² According to STR Global, room occupancies in Australia were 75.7 per cent in 2016 – a figure which includes all hotels, regardless of establishment size. This compares to 72.8 per cent in 2010.¹³

Deloitte Access Economics expects hotel supply in Australia will increase by 15,800 rooms over the period to December 2019. Room nights sold are forecast to grow at 2.7 per cent per year, and room nights available at 2.1 per cent per annum over the next three years – representing a narrowing gap between supply and demand compared to previous forecasts.¹⁴

2.1.3 Short-term private rentals

Aside from Airbnb, other platforms which facilitate short-term private rentals include Stayz, TripAdvisor, FlipKey and Couch Surfing. Some larger platforms do not operate in Australia, including the Expedia-owned HomeAway. However, Stayz was acquired by HomeAway in 2013. Some real estate companies also manage holiday home rentals.

It is difficult to estimate the size of this market, given many of the companies which facilitate private rentals are privately owned. Airbnb has an estimated market share of less than 2.0 per cent.¹⁵ Airbnb shares some similarities with these online booking sites, but features such as bidirectional ratings, fully integrated payments and the predominance of non-traditional accommodation options combine to create a different experience.

2.2 Helping the Federal Government deliver tourism objectives

Tourism 2020 is the key Federal Government objective relevant to Airbnb. *Tourism 2020*, initially launched in 2010, set stretch targets for Australia's tourism industry. Relevantly, it was identified in 2013 that between 6,000 and 20,000 new capital city rooms (including the Gold Coast and Tropical North Queensland) will be required to meet visitor demand by 2020, assuming occupancy rates of 80 per cent.¹⁶ The most recent data shows that occupancies in commercial accommodation across Australia reached 75.7 per cent in 2016, according to STR Global.¹⁷ As at February 2017, the accommodation sector had progressed 88 per cent towards the upper bound *Tourism 2020* target of 20,000 capital city rooms, with 17,694 rooms added to accommodation supply since the end of 2009.¹⁸ Short-term private rental services like Airbnb can assist the government in meeting these targets.

Importantly, Airbnb properties are distributed across capital cities and regional areas, and between the CBD and metropolitan areas. This may assist in achieving another key area of strategic focus in *Tourism 2020*: improving regional dispersal.¹⁹ Of the 74,400 listings booked in 2015-16 in Australia, 25,900 were outside the greater capital city areas of Australian states. This is particularly important, given regional areas have experienced a decline in accommodation supply in recent years.²⁰

Airbnb can also assist the government in meeting another key objective of *Tourism 2020* – increasing overnight spend to \$140 billion by 2020. As at February 2017, tourism expenditure had tracked 38 per cent towards the upper bound *Tourism 2020* goal.²¹ Airbnb survey data shows that Airbnb guests spend more than the average tourist, with Airbnb guests spending \$237 per night on average, and general overnight visitors spending \$146 per night.²² Higher yielding visitors may assist the government in meeting this upper bound target.

2.3 Helping the Western Australian Government deliver tourism objectives

Each state government around Australia has tourism-related objectives and strategies, many of which are aligned with the national *Tourism 2020* goal. The service provided by Airbnb supports a number of these strategies, and may assist governments in achieving their objectives.

The *State Government Strategy for Tourism in Western Australia 2020* outlines seven focus areas to double the value of tourism in Western Australia to \$12 billion. The strategy outlines a partnership model between government and industry to achieve this goal.

The first focus area relates to the Western Australian brand and how Western Australia can be marketed through a variety of channels. It also recognises that Western Australia's tourist offering must align with this brand promise, with high quality experiences, events and infrastructure forming the centre of the identified government and industry strategies. Given the unique consumer benefits provided by Airbnb, the platform could potentially assist the government in delivering high quality experiences to visitors. Airbnb plays a role both in the provision of tourism infrastructure (accommodation) and the overall visitor experience (host-guest interactions). Further detail about the consumer benefits of Airbnb and how visitors can enjoy quality local experiences is contained in Chapter 4.

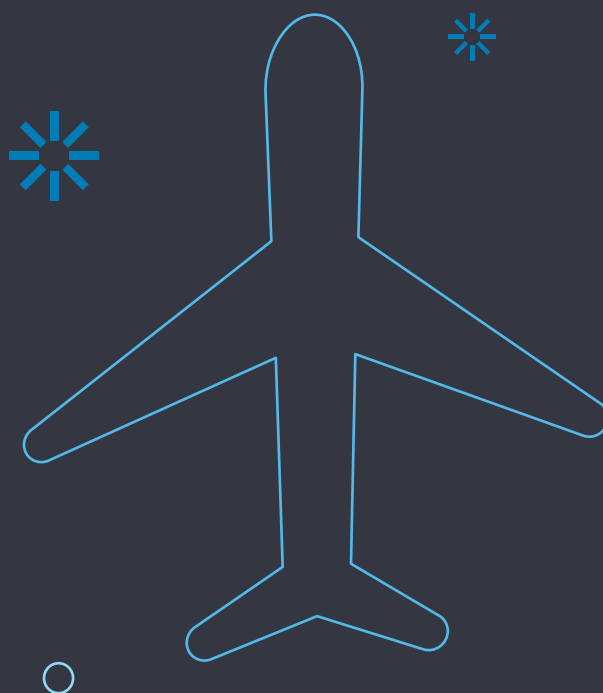
Infrastructure is the second focus area of the Western Australian tourism strategy. At the time the strategy was written, Perth faced a significant shortfall in hotel rooms. Since then, however, a number of new hotels and developments have either opened or are planned to open in the next couple of years, with the corresponding increase in room supply potentially meeting demand.

Nevertheless, the provision of Airbnb short-term rentals may help to meet demand for Perth hotels rooms in peak periods where availability might be limited. Airbnb may also help to meet shortfalls in regional areas, particularly those which are less serviced by traditional hotel accommodation. This would also assist the government in meeting its sixth objective, to increase visitors to regional Western Australia. The government recognised in its strategy that extraordinary experiences are key to growing visitors to regional Western Australia, as well as the provision of necessary tourism infrastructure. Given Western Australia's vast size, the caravan, camping and self-drive market segments are also noted as a way to increase regional visitation. Airbnb could also play a role for these market segments.

In a similar way, Airbnb may assist the government in achieving its objective to position Western Australia as a recognised events destination: the fifth priority under the tourism strategy. Airbnb can support events calendars across Western Australia, by expanding accommodation supply in times of peak demand. Interstate, Airbnb has previously partnered with the Sydney Gay and Lesbian Mardi Gras, the Adelaide Fringe and the Australian Masters Games.

Given the strategy aims to increase visitor expenditure to \$12 billion by 2020, the fact that Airbnb guests spend more per night compared to average tourists is an important point to make. Airbnb guest data and TRA survey data show that Perth Airbnb guests spend 46 per cent more per night. These visitor tendencies may assist the government to meet its broad goal.

3. The contribution of Airbnb to tourism in Western Australia



Tourism facilitated by Airbnb contributes \$99.7 million in value added to the Western Australian economy and supports 780 full time equivalent (FTE) jobs

Airbnb plays an important role in supporting tourism in Australia, by facilitating accommodation bookings and advertising Australian destinations to consumers. This chapter details the value added to the Western Australian economy and the employment in Western Australia facilitated by Airbnb through its platform to book accommodation.

3.1 Airbnb in Australia

In 2015-16, over 800,000 stays were booked with Airbnb around Australia. Hosts across the nation accommodated around 2.1 million guests for 3.7 million nights in capital cities and regional towns. On average, each host had 15 bookings over the financial year.

A breakdown of bookings in each jurisdiction is shown in Table 3.1.

Table 3.1: Airbnb bookings, broken down by state or territory, 2015-16

State or Territory	Total bookings	Total guests	Total nights booked
New South Wales	289,600	742,800	1,418,900
Victoria	235,900	651,600	1,134,300
Queensland	133,300	343,800	586,700
Western Australia	62,100	171,500	292,900
Tasmania	46,800	124,500	126,300
South Australia	24,400	64,100	109,000
Australian Capital Territory	9,200	20,000	47,300
Northern Territory	4,200	8,800	18,000
Total	805,500	2,127,100	3,733,300

Source: Airbnb

According to 2015 survey data collected by Airbnb, around 71 per cent of Sydney trips, 66 per cent of Melbourne trips and 63 per cent of Perth trips were for the primary purpose of vacation or leisure. A high proportion of trips were also booked to visit friends or relatives, with 15 per cent of Sydney trips and 22 per cent of Melbourne and Perth trips primarily booked for this purpose. The survey data is detailed in Table 3.2.

Table 3.2: Primary purpose of visit survey results, 2015

Purpose of visit	Sydney	Melbourne	Perth	Rest of Australia
Vacation/leisure	71%	66%	63%	77%
Visiting friends or relatives	15%	22%	22%	12%
Business	11%	6%	8%	7%
Conference/convention	0%	4%	2%	2%
Job search/interview	1%	0%	1%	0%
Study	1%	1%	1%	1%
Short-term housing while relocating	1%	1%	3%	1%

Source: Airbnb

Around 51 per cent of Airbnb bookings in Australia between July 2015 and June 2016 were made by Australian guests. The remaining listings were booked by international guests, with 4 per cent of guests each from the United States and United Kingdom, 3 per cent from Singapore and 2 per cent from China and Germany. In Perth, a smaller proportion of guests were from Australia, while a greater proportion were from Singapore and Malaysia.

Table 3.3: Guest origin for Airbnb trips in Australia, 2015-16

Guest origin	Perth guest arrivals	Australian guest arrivals
Australia	38,069 (35%)	1,077,910 (51%)
United States	15,225 (14%)	71,305 (3%)
United Kingdom	6,826 (6%)	27,582 (1%)
Singapore	4,659 (4%)	77,673 (4%)
China	2,954 (3%)	76,020 (4%)
Germany	1,945 (2%)	35,355 (2%)
France	1,683 (2%)	26,949 (1%)
New Zealand	1,583 (1%)	46,952 (2%)
Canada	854 (1%)	14231 (1%)
Malaysia	779 (1%)	9606 (0.5%)
Other countries	34,923 (32%)	663,517 (31%)
Total	109,500	2,127,100

Source: Airbnb

3.2 Methodology

The economic contribution of trips facilitated by Airbnb is a measure of the direct activities of Airbnb guests, as well as their indirect contributions through the supply chain. Airbnb stays are a key part of the tourism sector, with local, interstate and international guests hosted around Australia.

This analysis is based on stays facilitated by Airbnb in Australia. The analysis does not take into account the fact that, in the absence of Airbnb, guests may have still travelled and stayed in alternative accommodation. In addition, this analysis does not consider the economic contribution associated with the Airbnb platform itself. Airbnb profits, revenue and expenditure activities are specifically excluded from the analysis.

The economic contribution analysis is based on data provided by Airbnb on the number of guests and their expenditure in 2015-16. The analysis also draws on publicly available expenditure data from Tourism Research Australia (TRA) and the tourism satellite accounts from the Australian Bureau of Statistics (ABS).

The estimate of economic contribution is driven by the expenditure of Airbnb's guests. In 2015-16, the average Airbnb guest spent 1.6 times more per day than the average tourist in Australia. Expenditure data was provided by Airbnb for guests staying in Sydney, Melbourne and the Australian total, with expenditure estimates for visitors to the other capital cities and the states and territories estimated from TRA data. This is then weighted by the total number of nights attributable to Airbnb customers in each region, to estimate the total level of expenditure in the region.

The pattern of guest expenditure highlights the sectors of the economy that benefit (in revenue and employment terms) from Airbnb's guests, including food service (restaurants, cafes, bars, etc.), shopping, transportation, leisure and groceries being the key categories of expenditure.

Value added is the most appropriate measure of the economic contribution to gross state product (GSP). It is the sum of the returns to the primary factors of production – labour and capital (i.e. wages to workers and profit to shareholders) – and can be calculated by adding the gross operating surplus and wages paid to workers in the tourism sector.

The estimates of the direct and indirect economic contribution are based on Input-Output (IO) modelling techniques. The Australian Bureau of Statistics (ABS) produces IO tables which provide the value added for each sector of the Australian economy, as well as the linkages between sectors. This allows the expenditure by Airbnb guests to be traced through the economy, to estimate the value added at each stage. Deloitte Access Economics' Regional Input-Output Model (DAE-RIO-M) is used to estimate the direct value add and employment for each region. The indirect value add and employment, generated by expenditure on the intermediate inputs is determined based on the cost structure of each industry.

While we have not assessed the value of induced effects quantitatively, in addition to the direct and indirect economic contribution, in some regions tourism expenditure associated with Airbnb would likely result in additional consumption beyond expenditure on intermediate inputs. In areas where tourism is especially important to local industry, these effects could be locally significant.

Appendix A provides further background on the economic contribution modelling framework.

3.3 Contribution to the Australian economy

The total economic contribution associated with the tourism expenditure of Airbnb guests in 2015-16 was \$1.6 billion in value added, with 14,409 full time equivalent (FTE) jobs supported around Australia.

The total tourism expenditure of Airbnb guests in Australia in 2015-16 is estimated to be \$2.041 billion. This figure includes spending on items such as food, shopping and entertainment, as well as the amount paid to Airbnb hosts for accommodation. Table 3.4 shows a breakdown of Airbnb guest expenditure. As the amount spent varies by jurisdiction, these figures are based on state-by-state expenditure estimates.

Table 3.4: Tourism expenditure of Airbnb guests in Australia, 2015-16

Category	Total expenditure (\$m)	Share of expenditure
Accommodation	\$441.6	22%
Food service (e.g. restaurants)	\$554.1	27%
Groceries	\$185.6	9%
Shopping	\$353.8	17%
Other leisure (e.g. entertainment)	\$245.8	12%
Transportation	\$216.7	11%
Other services	\$43.7	2%
Total	\$2,041.3	100%

Source: Deloitte Access Economics estimates for categories based on Airbnb and TRA²³ survey and other data

It is necessary to consider how the expenditure flows through the economy to estimate the economic contribution associated with Airbnb guest spending.

The amount spent directly by Airbnb guests at local businesses represents revenue for those businesses. Each business employs workers and capital to provide goods or services to the Airbnb guest. The returns to labour (employee wages) and returns on capital (business owner's profits) associated with the Airbnb guests' spending comprise the *direct* economic contribution.

However, some of the revenue earned by those businesses is spent sourcing intermediate inputs and paying other expenses to run the business. For example, a restaurant might source ingredients from a market, and pay for gas, electricity and water. This expenditure generates flow-on economic activity, as supplying businesses will also employ workers and capital to produce goods and services. This additional economic activity comprises the *indirect* economic contribution.

Guests also pay hosts to stay in their Airbnb accommodation. This revenue represents income for hosts, with the profits (or gross operating surplus) from this exchange comprising the direct economic contribution.²⁴ The indirect contribution reflects the purchase of intermediate inputs by hosts to be able to provide Airbnb accommodation. This principally includes intermediate inputs provided by the construction and finance sector required to build and pay for the property. It also includes other intermediate inputs used to provide Airbnb accommodation (such as cleaning services).

The total economic contribution is the sum of the direct and indirect economic contribution. The direct and indirect contribution are calculated by considering the value added to the Australian economy arising from Airbnb guests' visitor expenditure.

Our analysis has found that the total economic contribution is on average 1.6 times the direct contribution.

Visitor expenditure of Airbnb guests is estimated to directly contribute \$1 billion in value added to the Australian economy, with a further indirect contribution of \$602 million in value added. Tourism expenditure of Airbnb guests also supported 14,409 FTE jobs around Australia (see Table 3.5).

Table 3.5: Economic contribution of tourism expenditure associated with Airbnb in Australia, 2015-16

	Direct contribution	Indirect contribution	Total contribution
Expenditure (\$m)	\$2,041.3		
Value added (\$m)	\$1,005.3	\$601.6	\$1,606.9
• Labour income (\$m)	\$449.2	\$307.3	\$756.5
• Gross operating surplus (\$m)	\$556.1	\$294.3	\$850.4
Employment (FTE)	10,025	4,384	14,409

Source: Deloitte Access Economics based on Airbnb, TRA²⁵ and ABS²⁶ data

Note: Expenditure is calculated in the input-output model using basic prices, which reflect the revenue received by producers of goods and services. The spending on accommodation is based on the amount of revenue received by hosts (i.e. it excludes Airbnb charges). These contributions do not include induced impacts, which is the spending of those who receive additional income.

Table 3.6 provides a breakdown of the economic contribution by state or territory. This highlights that the two largest contributions to value add are in New South Wales and Victoria, which together account for 58 per cent of total value add and 59 per cent of employment. This reflects the higher number of listings in these cities, their higher tourism visitation, and may also reflect the relative cost of accommodation in these states compared to the other states and territories.

The table also reflects that in calculating the economic contribution of tourism expenditure state by state, some indirect activity is excluded as it leaks out of that jurisdiction's economy as imports. However, this interstate activity is accounted for in the national totals.

Table 3.6: Economic contribution of tourism expenditure associated with Airbnb in Australian states and territories, 2015-16

	Direct contribution (\$m)	Indirect contribution (\$m)	Total contribution (\$m)	Total employment (FTE)
New South Wales	376.8	135.7	512.5	4,452
Victoria	305.2	107.3	412.6	4,084
Western Australia	76.5	23.2	99.7	780
Queensland	160.5	56.8	217.4	2,115
Tasmania	42.1	12.5	54.5	599
South Australia	29.1	9.1	38.2	407
Northern Territory	5.1	1.3	6.5	55
Australian Capital Territory	9.9	2.7	12.6	99
Interstate indirect activity		252.8	252.8	1,818
Australia	1,005.3	601.6	1,606.9	14,409

Source: Deloitte Access Economics based on Airbnb, TRA²⁷ and ABS²⁸ data

Note: Expenditure is calculated in the input-output model using basic prices, which reflect the revenue received by producers of goods and services. The spending on accommodation is based on the amount of revenue received by hosts (i.e. it excludes Airbnb charges). These contributions do not include induced impacts, which is the spending of those who receive additional income.

3.4 Contribution to the Western Australian economy

It is estimated that Airbnb guests spent \$155.1 million while visiting Western Australia in 2015-16, generating \$99.7 million in direct and indirect value added and supporting 780 full time equivalent (FTE) jobs. Of this amount, \$76.3 million in value add and 599 FTE jobs are connected to the greater Perth region.

The tourism expenditure of Airbnb guests staying in Western Australia is estimated using survey and booking data provided by Airbnb, and tourism expenditure data provided by TRA. The guest spend in Western Australia is broken down into categories in Table 3.7.

Table 3.7: Tourism expenditure of Airbnb guests in Western Australia, 2015-16

Category	Average spend per guest per day	Total expenditure in WA (\$m)	Share of expenditure
Accommodation	\$47	\$33.9	22%
Food service (e.g. restaurants)	\$58	\$42.0	27%
Groceries	\$19	\$14.1	9%
Shopping	\$37	\$26.8	17%
Other leisure (e.g. entertainment)	\$26	\$18.6	12%
Transportation	\$23	\$16.4	11%
Other services	\$5	\$3.3	2%
Total	\$213	\$155.1	100%

Source: Deloitte Access Economics estimates for categories based on Airbnb and TRA²⁹ survey and other data

Airbnb guest expenditure is estimated to have contributed \$76.3 million in value add to the regional Perth economy and supported 599 FTE jobs in 2015-16. A further breakdown is shown in Table 3.8.

Table 3.8: Economic contribution of Airbnb guests in Perth, 2015-16

	Direct contribution	Indirect contribution	Total contribution
Expenditure (\$m)	\$114.6		
Value added (\$m)	\$56.4	\$20.0	\$76.3
• Labour income (\$m)	\$25.3	\$10.1	\$35.4
• Gross operating surplus (\$m)	\$31.0	\$9.9	\$40.9
Employment (FTE)	476	123	599

Source: Deloitte Access Economics based on Airbnb, TRA³⁰ and ABS³¹ data

Note: Expenditure is calculated in the input-output model using basic prices, which reflect the revenue received by producers of goods and services. The spending on accommodation is based on the amount of revenue received by hosts (i.e. it excludes Airbnb charges). These contributions do not include induced impacts, which is the spending of those who receive additional income.

Airbnb guests also stay outside the greater Perth region, although to a lesser extent than some other jurisdictions. The economic contribution to these regional economies is estimated to be \$23.4 million in value added, based on the difference between the value added to the Western Australia and greater Perth economies. Airbnb guests in Western Australia spent a total of \$40.5 million outside Perth. The top 4 destinations outside Perth for Airbnb guests were Margaret River, Busselton, Dunsborough and Albany.

Table 3.9: Economic contribution of Airbnb guests outside Perth, 2015-16

	Direct contribution	Indirect contribution	Total contribution
Expenditure (\$m)	\$40.5		
Value added (\$m)	\$20.1	\$3.3	\$23.4
• Labour income (\$m)	\$8.7	\$1.5	\$10.2
• Gross operating surplus (\$m)	\$11.4	\$1.8	\$13.2
Employment (FTE)	162	19	180

Source: Deloitte Access Economics based on Airbnb, TRA³² and ABS³³ data

Note: Expenditure is calculated in the input-output model using basic prices, which reflect the revenue received by producers of goods and services. The spending on accommodation is based on the amount of revenue received by hosts (i.e. it excludes Airbnb charges). These contributions do not include induced impacts, which is the spending of those who receive additional income.

Overall, it is estimated that Airbnb guest expenditure is associated with \$99.7 million in value add to the Western Australia economy, and supports 780 FTE jobs across the state. Our analysis found that the total economic contribution is on average 1.3 times the direct contribution in Western Australia.

Table 3.10: Economic contribution of Airbnb guests in Western Australia, 2015-16

	Direct contribution	Indirect contribution	Total contribution
Expenditure (\$m)	\$155.1		
Value added (\$m)	\$76.5	\$23.2	\$99.7
• Labour income (\$m)	\$34.0	\$11.6	\$45.6
• Gross operating surplus (\$m)	\$42.5	\$11.7	\$54.1
Employment (FTE)	638	142	780

Source: Deloitte Access Economics based on Airbnb, TRA³⁴ and ABS³⁵ data

Note: Expenditure is calculated in the input-output model using basic prices, which reflect the revenue received by producers of goods and services. The spending on accommodation is based on the amount of revenue received by hosts (i.e. it excludes Airbnb charges). These contributions do not include induced impacts, which is the spending of those who receive additional income.

Although induced effects were not assessed quantitatively as part of this analysis, these effects may be locally significant in some regions – especially where tourism plays a significant role in the economy.

4. Consumer effects



Guests choose to use Airbnb for a range of reasons – sometimes price, but often for a different type of service. The value of these non-price benefits, measured by consumer surplus, is twice the value of cost savings enjoyed by Airbnb guests in Sydney.

Airbnb provides a number of benefits to guests who book stays on the platform. These benefits arise due to the differentiated service provided by Airbnb and the lower average cost of accommodation on the platform.

This chapter outlines the differentiation benefits associated with the Airbnb platform and accommodation booked through Airbnb, as well as additional benefits for business travellers using the Airbnb for Business platform.

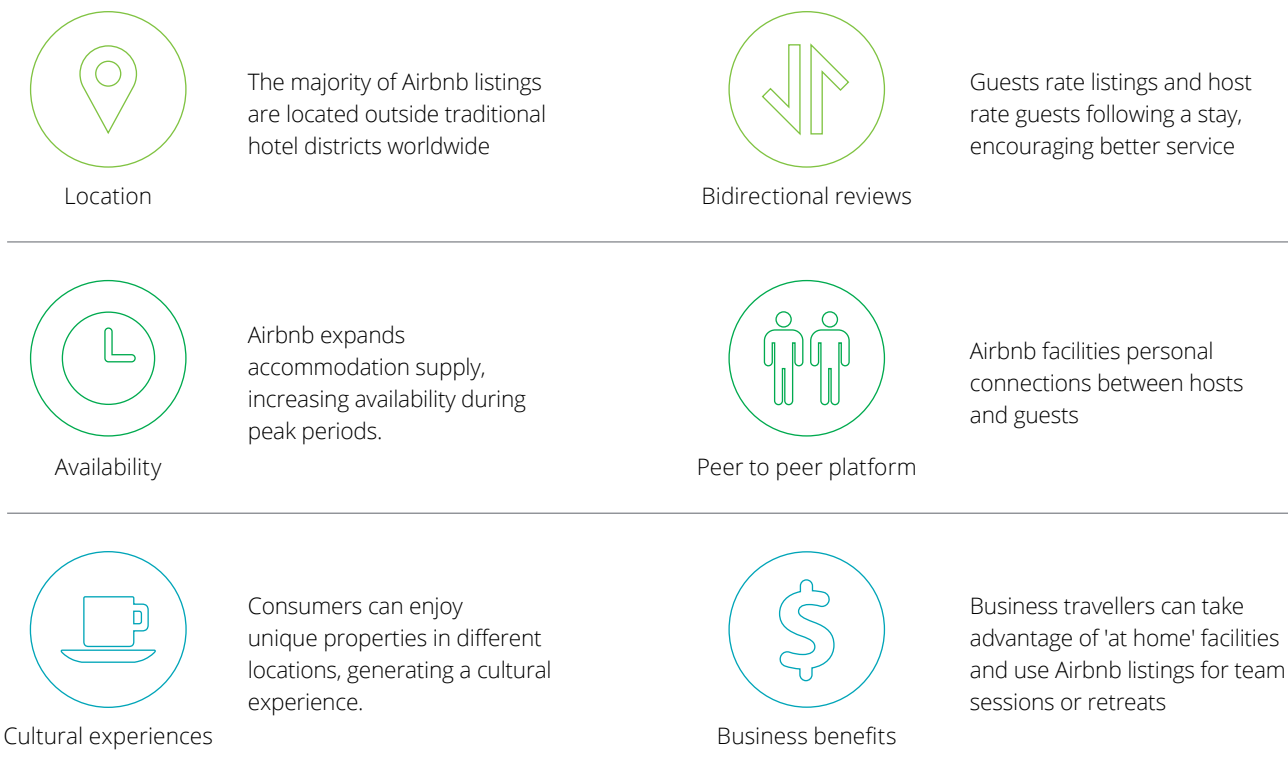
It also describes the economic model used to quantify these consumer effects and cost savings, using Sydney as a case study.

4.1 Beyond lower prices: benefits of Airbnb's features

While cost may be a factor in motivating travellers to use Airbnb,³⁶ it's not the only reason. A number of studies have suggested that collaborative consumption is driven by the perceived value and benefits of these transactions.³⁷

These benefits are related to the specific product offered by Airbnb to consumers in the market, and the extent to which it differs from the current traditional offering. These features of Airbnb are summarised in the diagram below.

Figure 4.1: Features of Airbnb



Source: Deloitte Access Economics

These features create additional consumer surplus for travellers using Airbnb. In this context, consumer surplus is defined as the difference between what consumers are willing to pay for Airbnb accommodation, and what they actually paid – in other words, the value individuals receive from their Airbnb over and above what they paid for it. The differentiation benefits described in the diagram may influence the amount consumers are willing to pay for accommodation, and therefore the amount of consumer surplus they receive.

The following sections describe the benefits of Airbnb's features qualitatively, while a case study in Section 4.3 quantifies consumer surplus for people using Airbnb in Sydney.

4.1.2 Location and availability of Airbnb properties

The vast majority of properties listed on Airbnb are located outside the traditional hotel areas of major cities around the world.³⁸ This is in contrast to the location of traditional tourist accommodation, which is generally centred on the CBD and the inner suburbs.

The varied location of Airbnb properties leads to two key benefits.

Firstly, it allows consumers to book accommodation close to their desired location. In providing greater choice, Airbnb is more likely to facilitate a booking which meets the needs of guests. For example, guests may choose to stay outside the CBD if visiting a suburban business, hospital or university.

Secondly, visitors are able to explore areas 'off the beaten track' by staying in an area outside the location of traditional tourist accommodation. Guests can stay in the suburban areas of a city, generating a living experience more similar to a local resident.³⁹ Guests may place value on this differentiated and authentic experience.⁴⁰

Meeting the demand for rooms during Mardi Gras

The Sydney Gay and Lesbian Mardi Gras is an annual event which has its origins in a night of political protest in 1978. Today, it is a two-week festival which celebrates diversity and queer pride. In 2016, over 12,500 members of the queer community and their supporters joined the key event, the Mardi Gras parade, on 178 floats. Around 300,000 people attended the parade as spectators.

Airbnb supported the Mardi Gras as a major partner in 2015 and 2016, and entered a corporate float in the Mardi Gras parade in both years. In 2016, Airbnb's house-float was offered as a prize in a competition. Pink Media Group arranges Mardi Gras' sponsorships and partnerships on their behalf.

Mardi Gras is not only the biggest queer celebration in Australia, but is also Sydney's second most-attended event, following only New Year's Eve. In this context, Pink Media reports that accommodation can be expensive and difficult to come by, with hotels and other lodgings frequently selling out. The availability of Airbnb properties may mean that more interstate and international visitors can attend the event, with around 100,000 attendees coming from the rest of Australia and around 50,000 from overseas. Visitors tend to stay around a week for the event, and according to Pink Media, many continue to travel around Australia.

Airbnb offers an alternative place to stay for Mardi Gras participants, and at a range of price points to suit different budgets. Importantly, many Airbnb listings are located in Surry Hills, Darlinghurst and Newtown – neighbourhoods which are not only nearby to Mardi Gras events, but according to Pink Media Group, also have a high proportion of queer residents in their communities. Given there is limited hotel availability in these suburbs, Airbnb facilitates an enhanced experience for Mardi Gras attendees. Hosts are also able to benefit from the interaction, particularly those who are attending the event.

The other key benefit of Airbnb is its facilitation of expanded accommodation supply. While this point will be discussed further in the following sections, the greater availability of Airbnb properties in a wider area means that it may be easier, on the whole, for a guest to book a short-term stay in a city. This can be particularly so during periods of peak demand, such as special events or long weekends.

4.1.3 Cultural experiences

Consumer preferences for accommodation vary significantly. Preferences may be influenced by personal tastes, purpose of travel, travel party size or a range of other factors. Travellers may look for a number of key attributes when booking accommodation – such as location, the number of beds or rooms, free Wi-Fi or kitchen facilities.⁴¹

Airbnb's platform allows for the listing of a wide variety of property types in varying locations. This means that travellers are more likely to find a listing which meets all of their wants and needs, especially when outside the realm of traditional tourism accommodation. The location of a listing is important to guests who are seeking a particular cultural experience when travelling – such as terrace house in Surry Hills, or a cottage in Fitzroy.

Airbnb also provides certain unique listings that are unavailable in the traditional tourist accommodation market. Airbnb's listings include treehouses, castles and caves; this may suit tourists seeking a more unique experience. Airbnb hosts may be able to facilitate a wider range of requests which are often disallowed in traditional tourist accommodation, such as travelling with pets.

Airbnb properties can also provide additional 'at-home' facilities, such as a laundry and kitchen, or a separate study. These facilities provide additional benefits to travellers, especially in the context of long-term stays.

4.1.4 Bidirectional reviews

Airbnb employs a bidirectional review system, whereby guests and hosts are invited to rate their counterpart following the conclusion of a reservation. Importantly, each party is unaware of their own rating before submitting their response, reducing the prospect of potential retaliation bias.⁴²

Ratings can encourage the provision of better service, as ratings are publicly available on the platform. Reputation can also affect listing prices according to one US study.⁴³ Guests are able to view reviews when searching for accommodation, and may take this into account when choosing a property. Hosts are also able to see a guest's rating when a guest requests a reservation at their property, and may similarly choose whether to approve the stay based on ratings. Hosts can also set a minimum ratings requirement for guests where instant booking of their property is available. TripAdvisor performs a similar role in the traditional accommodation market, although accommodation providers cannot rate guests. Out of all Airbnb reservations in Western Australia between July 2015 and August 2016, listings were rated 4.65 stars on average.

Ratings also support the development of the online Airbnb community. In allowing guests to review the space in which they stayed, rapport is generated between the host and the guest and between others on the platform. While this community is an integral feature of Airbnb, one study has noted that social interactions between hosts and guests can introduce positive bias in reviews. Omitting negative feedback from reviews is said to occur due to the empathy generated in social interactions between hosts and guests.

Sharon – using the vacant part of the house

When Sharon and her family moved into their Perth home two years ago, they soon realised that the lower level of their house wasn't being used, and decided to list the private room on Airbnb after renovating the space.

Sharon's home is located between Perth's city centre and Fremantle, making it convenient for travellers who want easy access to Perth's sights via car. Sharon estimates that around one third of her guests are tourists from Asia, a third are interstate business travellers, and the remainder are from rural and regional parts of Western Australia – often receiving medical treatment at the nearby Fiona Stanley Hospital. Her home is also close to Garden City Shopping Centre, the Swan River and public transport.

"Our guests are always out and about. Without kitchen facilities in the room, they tend to go out for meals, though we've had a few pizza deliveries!"

The income earned from Airbnb is supplementary to Sharon's primary income, though it is particularly welcome while Sharon is on maternity leave. The earnings generally go towards luxuries, including employing a cleaner for the home. As Sharon has a professional background in luxury accommodation, she particularly enjoys that aspect of hosting on Airbnb.

Sharon's guests tend to be independent travellers, but she always greets them in person on arrival. A handy guide in the room provides local recommendations to eat and sightsee, though guests are always welcome to contact Sharon for her local expertise.

One study estimated this effect by assuming that social interactions are more likely to occur where a guest is staying in a private room of a private residence, and less likely to occur where a host has more than three listings. Fradkin et al found that trips to private rooms have a 0.005 star higher rating and trips to hosts with multiple listings have a 0.112 lower rating, holding guest characteristics fixed.⁴⁴ Notably, however, this bias is minimal.

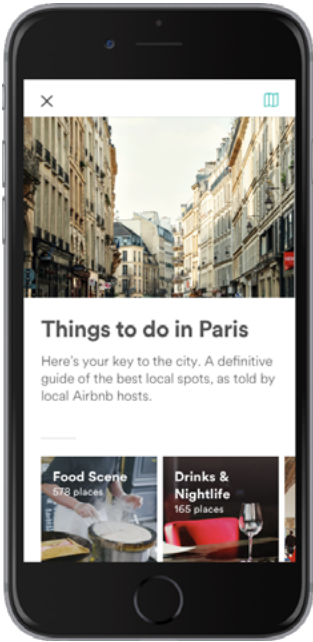
4.1.5 Peer to peer platform

The peer to peer nature of Airbnb may provide additional benefits to guests. In many cases, hosts will greet guests on arrival, and assist their guests in settling in to the accommodation and the local area. This additional service may be valued by guests, as they are able to connect with a local resident in the area.⁴⁵

Airbnb also facilitates hosts to write guides for guests, which are available on the Airbnb platform (as shown in Figure 4.2).

Some guests may also derive value from the peer-to-peer connection facilitated by the platform, with this experience offering value beyond the provision of the good or service purchased. Peer to peer networks like Airbnb allow participants to form friendships and develop and maintain social connections.⁴⁶ Guests and hosts can also share recommendations and personal experiences, allowing tourists to connect with the local community.⁴⁷

Figure 4.2: Host guidebook on Airbnb mobile application



Source: Airbnb

4.2 Cost savings for consumers

The additional room supply facilitated by Airbnb increases competition in the market, while also providing different types of accommodation for consumers. Increased competition and additional supply in the market can have a number of effects, including lower prices for consumers and greater availability during peak periods.

This report does not analyse in detail the drivers of the cost differential between hotel accommodation and Airbnb listings. It is likely there are a number of factors. There is a relatively low marginal cost in letting an empty room in a property or an apartment that would have been empty while the owner was on an extended holiday.

Airbnb listings also typically do not have many of the services which are provided by hotels and expected (and valued) by guests, such as a permanent reception desk, baggage storage or daily housekeeping. Finally, the regulatory requirements for hotel accommodation and Airbnb listings are different. This report does not analyse or compare the regulatory arrangements for home sharing or traditional accommodation.

Lower accommodation prices can have a number of effects. Clearly, for those who are incentivised to switch from using traditional accommodation to Airbnb, there are resulting cost savings. The magnitude of these savings depends on the differential between Airbnb prices and hotel prices.

Importantly, the lower average price of Airbnb listings may encourage people to travel who could otherwise not have afforded hotel prices, or encourage more frequent travel. These new entrants to the accommodation market increase the overall size of the market, and can help boost tourism more broadly. In one study, 67 per cent of respondents agreed that peer to peer accommodation expands their selection of places to travel, with the lower accommodation cost making more destinations affordable. 41 per cent of respondents also agreed that peer to peer accommodation increases the frequency of their travel, mainly due to the social aspects of using peer to peer accommodation.⁴⁸ In a survey undertaken across the United States, United Kingdom, Germany and France, respondents indicated that price was the most important factor in choosing Airbnb. The survey, conducted by Morgan Stanley and AlphaWise in 2016, also showed that 2 per cent of trips would not have been taken if not for Airbnb.⁴⁹

There are also benefits for those who continue to use traditional accommodation. In the longer term, hotels may reduce their prices in order to compete with Airbnb listings – leading to cost savings for this segment of the market. Whether this occurs depends on the extent to which hotels compete with Airbnb listings. However, the location of Airbnb listings in Australia – primarily outside the major hotel districts – may bring into question the extent to which Airbnb and the hotel industry directly compete.

It is important to note that Airbnb listings are not always less expensive than hotels. As shown by CBRE analysis in the United States,⁵⁰ the average daily rate for Airbnb may exceed that of hotels, depending on the type of listing. But the overall effect of Airbnb is to drive competition – with lower prices and differentiation attracting new consumers to the market.

4.3 Sydney – a case study

Deloitte Access Economics quantified the two core consumer effects of Airbnb:

- The cost savings for consumers switching from hotels to Airbnb
- The consumer surplus arising from the quantity and differentiation benefits of Airbnb.

This case study focuses on Sydney to illustrate these two effects. Given the unique market conditions across Australian cities, these results are only applicable to the Sydney area. However, similar results are likely to occur in other cities.

We found that consumers who switched from traditional accommodation to Airbnb homes and apartments saved \$25.8 million in 2015-16. Net consumer surplus enjoyed by all Airbnb guests totalled \$48.4 million.

Appendix B contains further detail about our modelling framework and technical assumptions. For this case study, 'Central Sydney' is defined to include the Sydney CBD, Redfern, Pyrmont, Chippendale, Ultimo, Surry Hills and Potts Point. References to 'hotels' incorporate all traditional accommodation included in the ABS definition, including hotels, motels and serviced apartments with 15 or more rooms. Notably, this analysis excludes other types of accommodation, such as bed and breakfasts, hostels and caravan parks.

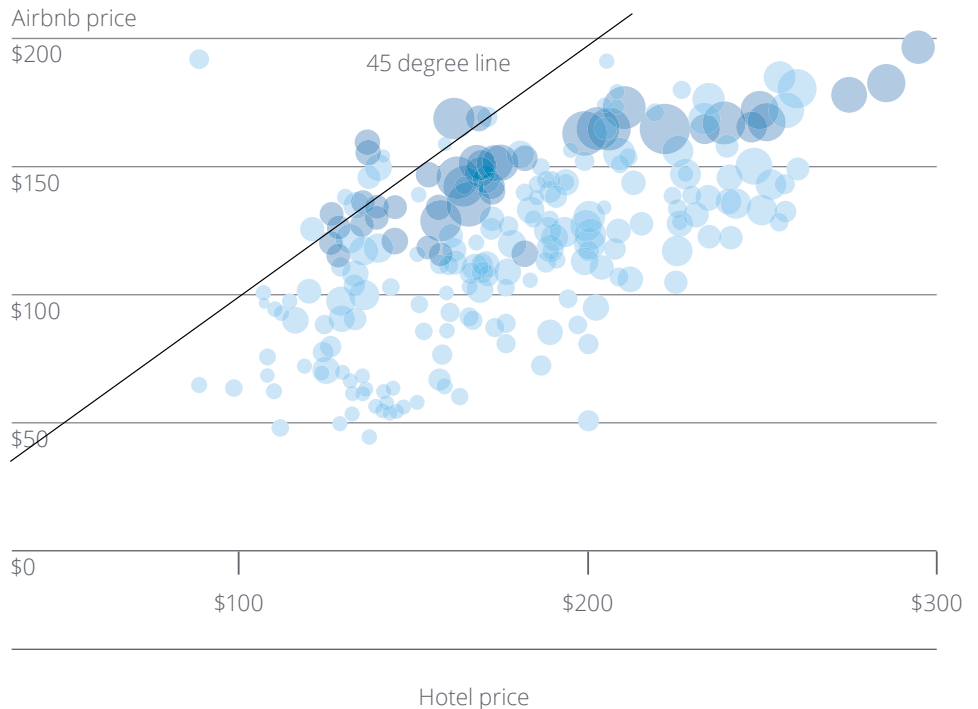
4.3.1 Savings to consumers

Consumers who switch from booking traditional accommodation to staying in Airbnb listings enjoy cost savings on average because, in most cases, Airbnb listings are relatively cheaper.

4.3.1.1 Difference in price between Airbnb and traditional accommodation

Airbnb listings are often – but not always – cheaper than booking traditional accommodation. Chart 4.1 shows a comparison between average nightly prices in Airbnb apartments and homes and hotels in central and greater Sydney. Entries below the line represent that hotels are more expensive on average, while entries above the line show that Airbnb listings are more expensive on average.

Chart 4.1: Comparison of average price per night in hotels and Airbnb listings



Area

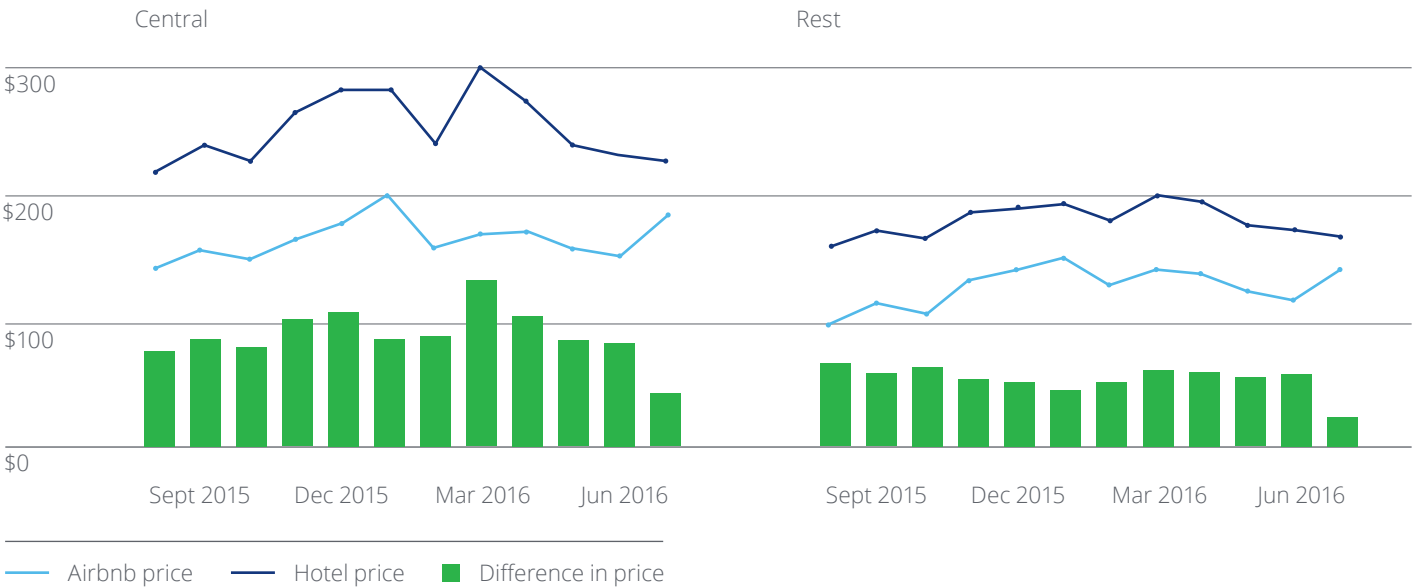
● Rest ● Central | the bubble size is scaled based on total nights in each suburb

Source: Deloitte Access Economics, using Airbnb and ABS⁵¹ data.

Note: The comparison between areas is subject to data availability, as postcodes in Airbnb data and Statistical Area 2 areas in ABS data may not perfectly align. Shared rooms and private rooms within dwellings were excluded from Airbnb data to provide better comparability to hotels. Hotel prices are determined by considering total takings from accommodation and room nights occupied. Airbnb prices are determined by considering total takings from accommodation and the number of room nights in occupied listings – i.e. prices are provided per room, not per listing.

Chart 4.2 shows monthly movements in price in central Sydney and the rest of Sydney. It is clear that Airbnb listings are cheaper per room, per night on average. Interestingly, the monthly movements in price are remarkably similar for both Airbnb listings and hotels, suggesting that seasonal factors have an important impact on price. The variation in price is also greater in central Sydney compared to the rest of Sydney, potentially reflecting capacity constraints during peak seasons.

Chart 4.2: Comparison of average nightly room price in Airbnb listings and hotels, 2015-2016



Source: Deloitte Access Economics, using Airbnb and ABS⁵² data.

Note: Shared rooms and private rooms within dwellings were excluded from Airbnb data to provide better comparability to hotels. Hotel prices are determined by considering total takings from accommodation and room nights occupied. Airbnb prices are determined by considering total takings from accommodation and the number of room nights in occupied listings – i.e. prices are provided per room, not per listing.

Table 4.1 shows a comparison of average nightly room prices in Airbnb listings and hotels across 2015-16. In central Sydney, Airbnb properties are on average \$88 cheaper per night, while this difference is \$50 per night outside central Sydney. Note this report does not analyse in detail the drivers of the cost differential between hotel accommodation and Airbnb listings.

Table 4.1: Comparison of average nightly room price in Airbnb listings and hotels in Sydney, 2015-2016

Area of interest	Hotel	Airbnb	Difference	Price ratio
Central Sydney	\$250	\$163	\$88	1.5
Rest of Sydney	\$182	\$132	\$50	1.4

Source: Deloitte Access Economics, using Airbnb and ABS⁵³ data.

Note: Shared rooms and private rooms within dwellings were excluded from Airbnb data to provide better comparability to hotels. Hotel prices are determined by considering total takings from accommodation and room nights occupied. Airbnb prices are determined by considering total takings from accommodation and the number of room nights in occupied listings – i.e. prices are provided per room, not per listing. Difference may not sum due to rounding.

4.3.1.2 Savings arising from cheaper average prices

Deloitte Access Economics used an in-house model to estimate the effect of growth in Airbnb room nights on the number of hotel room nights booked. Although both Airbnb and the traditional accommodation market are growing, the relatively faster growth of Airbnb bookings suggests there may be an associated effect on hotels. Further detail on this analysis is contained in Appendix B.

Using this price differential and an analysis of how Airbnb interacts with the traditional accommodation market, the total savings enjoyed by consumers switching from traditional accommodation to Airbnb was calculated to be \$25.8 million in 2015-16. This is comprised of \$9.1 million in savings to consumers staying in central Sydney and \$16.7 million to consumers staying in the rest of Sydney. Shared rooms and private rooms located in dwellings were excluded from Airbnb bookings data, as these offerings are less similar to traditional accommodation.

Table 4.2: Total consumers savings for consumers switching from hotels to Airbnb accommodation in Sydney, 2015-16

Area of interest	Total nights	Total Airbnb spending	Consumer saving
Central Sydney	162,536	\$33.8 million	\$9.1 million
Rest of Sydney	395,772	\$86.2 million	\$16.7 million
Total	558,308	\$119.9 million	\$25.8 million

Source: Deloitte Access Economics, using Airbnb and ABS⁵⁴ data.

Note: Shared rooms and private rooms within dwellings were excluded from Airbnb data to provide better comparability to hotels.

4.3.2 Benefits other than price

Travellers who book Airbnb accommodation in Sydney enjoy the differentiation benefits provided by Airbnb. These benefits may affect the value consumers place on Airbnb accommodation. If this value is greater than the price paid for accommodation, consumer surplus is created.

Estimating consumer surplus requires an understanding of the demand curve for Airbnb accommodation. The slope of the demand curve is determined by the responsiveness of consumers to changes in price – also known as price elasticity.

Given the wide variety of accommodation offered on the Airbnb platform – across different areas of Sydney and in various forms – Deloitte Access Economics divided Airbnb booking data into five key regions (Sydney CBD, Blue Mountains, eastern suburbs, northern beaches, and other areas) and six accommodation sizes. Each sample was then analysed separately to determine the price elasticity of demand, and therefore the value of consumer surplus.

Deloitte Access Economics used hedonic regression to estimate price elasticities. Hedonic models break down a consumer's value of a good into its constituent parts, such that it is possible to estimate how much each characteristic contributes to willingness to pay. In this context, the price paid for Airbnb accommodation was broken down into elements such as the number of nights booked, the number of guests staying, and the number of days in advance the booking was made. Each of these components contributes to the price a consumer is willing to pay for Airbnb accommodation.

Two different forms of hedonic modelling were used to elicit elasticities, and therefore consumer surplus. The first is a traditional two-stage hedonic model, while the second uses a direct utility estimation approach. These approaches, and further technical assumptions regarding the models, are described in Appendix B. The results of the two approaches were averaged to provide a robust estimate.

Overall, Deloitte Access Economics estimates that total consumer surplus for Airbnb trips to Sydney was \$48.4 million in 2015-16. This is based on the difference between aggregate willingness to pay (derived using elasticities) and the total amount spent on Airbnb accommodation in Sydney in 2015-16.

4.4 Benefits for business travellers

Airbnb provides a specialised service for companies, Airbnb for Business. As its name suggests, this service tailors Airbnb's regular offering for corporate travel. Listings are curated for business features, including 24 hour check in, provision of an entire space (e.g. a whole apartment or house) and extra amenities, such as Wi-Fi and toiletries. Travel managers are able to make bookings on behalf of team members, and Airbnb for Business also integrates with spend management platforms such as International SOS and Concur, with booking data readily available from the Airbnb website.

Over 200,000 clients have registered and used the Airbnb for Business platform worldwide. Notable companies which use Airbnb for Business include Google, Facebook and Morgan Stanley. Around 10 per cent of Australian bookings were business-related in 2016, with the majority of bookings made in Sydney and Melbourne. In the United States, Fast Company estimates that 10 per cent of Airbnb rentals are business travellers.⁵⁵ On average, business travellers rated their stay 4.7 stars, reflecting the amenities and standards required for business-ready listings. 24 per cent of business trips within Australia are made by international travellers, with the remaining 76 per cent being domestic travellers.

The key benefits of Airbnb for Business relate to the different service offering it provides, and are in some cases similar to the broader consumer benefits of Airbnb.

Firstly, Airbnb's business clients have reported to Airbnb that listings are up to 35 per cent less expensive than traditional hotel accommodation. As highlighted in Table 4.3, standard Airbnb listings were around 54 per cent cheaper compared to traditional accommodation in central Sydney. Although it is important to note that these prices may reflect different standards of accommodation, the overall sentiment remains the same – that business travel is, on average, less expensive through Airbnb.

Table 4.3: Comparison of average nightly room price in Airbnb listings and hotels in Sydney, 2015-2016

Area of interest	Hotel	Airbnb	Difference	Price ratio
Central Sydney	\$250	\$163	\$88	1.5
Rest of Sydney	\$182	\$132	\$50	1.4

Source: Deloitte Access Economics, using Airbnb and ABS⁵⁶ data.

Note: Shared rooms and private rooms within dwellings were excluded from Airbnb data to provide better comparability to hotels. Hotel prices are determined by considering total takings from accommodation and room nights occupied. Airbnb prices are determined by considering total takings from accommodation and the number of room nights in occupied listings – i.e. prices are provided per room, not per listing. Difference may not sum due to rounding.

As noted earlier, Airbnb expands accommodation supply, particularly in areas outside of traditional tourist hotspots. This may provide benefits for businesses which require accommodation for employees outside the CBD of capital cities; for example, where a client is based in the inner metro area. Business travellers may also enjoy the opportunity to explore a new area of the city, particularly for an extended stay.

For those requiring accommodation within the CBD, Airbnb can expand supply during peak periods where the availability of traditional tourist accommodation may be limited. This can particularly occur during special events, such as the Mardi Gras Festival in Sydney. Recent statistics show that in 2016, hotel occupancies in the cities of Melbourne and Sydney reached 87 per cent and 88 per cent respectively.⁵⁷ Robyn Johnson, CEO of Meetings & Events Australia, recently stated:⁵⁸

"The conference cycle in Australia often coincides with peak corporate activity and festivals that puts high demand on hotel accommodation. Airbnb could be an option that may be attractive to conference attendees who are looking for a different experience."

The nature of Airbnb properties may also benefit both businesses and travellers. The ability to rent an entire space – such as a whole apartment or house – is particularly useful for businesses wishing to facilitate a retreat or offsite team session. It is also beneficial for business travellers on an extended stay or preparing for relocation, as the property is more similar to a home than a hotel. 67 per cent of Airbnb's business travel bookings are for an entire home or apartment.

As with Airbnb's regular offering, stays booked through Airbnb for Business are protected by a \$1 million host guarantee (covering damages and protecting the guest and host) and \$1 million host protection (providing coverage if a guest is injured). Airbnb also partners with International SOS and iJET such that itinerary data can be integrated into these travel assistance platforms, and provides 24/7 phone support for corporate travellers. Companies can choose a list of pre-approved listings that meet their individual travel policies and requirements.

Aesop – using Airbnb for Business

Aesop is an Australian skincare company headquartered in Melbourne. Aesop has 180 stores worldwide, with global offices in New York, London, Paris, Tokyo and Hong Kong. While the senior leadership team is based in Melbourne, frequent international and interstate travel is required to open and manage stores around the world.

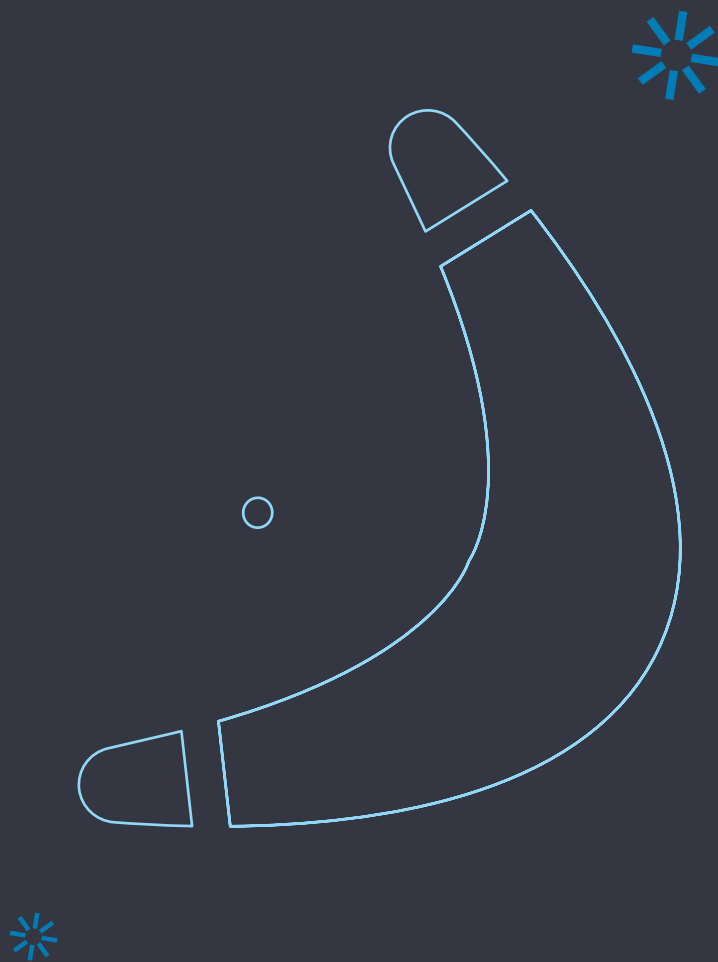
Driven by employee demand, Aesop began using Airbnb for Business for corporate travel. Airbnb complements traditional tourist accommodation and is generally used for different travel purposes. As Aesop stores are frequently established in local neighbourhoods rather than corporate areas, Airbnb is often more convenient for travelling staff. Employees can stay in the neighbourhood near the proposed or established Aesop store, and experience the local culture shaping each location.

Airbnb is ideal for longer-term stays where Aesop employees will be living out of home for an extended period of time. Aesop reported that people who use Airbnb tend to engage more with the local community, as opposed to experiencing their destination at a purely business level. Kitchen and laundry facilities are also useful for extended stays, as they render the living and working environment more similar to home than to a hotel. Pricing can also be more affordable through Airbnb for long term stays.

Hotels are still important in the context of Aesop's corporate travel, especially for shorter stays or long trips with multiple stopovers and complex itineraries. Staff who are travelling to unfamiliar locations may also choose to stay at a hotel where easy airport transfers are available. Airbnb and hotels are alternative options which each have different advantages depending on travel requirements.

The Airbnb for Business platform provides for ease of booking in a corporate environment. Authorised travel organisers can book accommodation on someone else's behalf, which is important for Aesop given the frequency of travel required for some employees and directors. Global applications are increasingly changing how Aesop undertakes corporate travel around the world.

5. Producer effects



Airbnb hosts are rewarded beyond the income they earn – they also enjoy the benefits of cultural exchange. While traditional accommodation may be impacted by Airbnb, competition can drive better quality and the size of the market.

5.1 Benefits for Airbnb hosts

Airbnb hosts enjoy a number of benefits arising from their activities on the platform. These benefits are not limited to the income earned from Airbnb stays – hosts also benefit from the interactions with their guests and the broader community, and can experience new cultures without leaving their hometown.

5.1.1 Income

Airbnb allows ordinary households to have an extra source of income by sharing their existing property, whether that be a spare room or a holiday house. For over 80 per cent of Airbnb hosts across Australia, this property is the home in which they live. Airbnb hosts in Western Australia earned a median income of \$5,300 in 2015-16.

A survey of Sydney Airbnb hosts in 2013 found that 31 per cent rely on their Airbnb income to make ends meet, spending on average 47 per cent of this income on essential living expenses. The remaining income is used as extra spending money, to pay for holidays or contributes to long-term savings.

Beyond comprising an additional source of income, Airbnb can also support hosts to explore new business ventures. In 2013, 27 per cent of Sydney Airbnb hosts surveyed were freelancers, entrepreneurs or self-employed. Airbnb income can help bridge the gap between earnings and expenses during the start-up period, or fund new projects which may otherwise not occur.

5.1.2 Cultural exchange and community benefits

Airbnb hosts can benefit from the cultural exchange facilitated by Airbnb. With over 80 per cent of Australian hosts listing their primary residence on Airbnb, there are ample opportunities to connect with people from different countries and cultures through peer to peer transactions.

Broadly, platforms like Airbnb connect people – with one participant providing accommodation, and the other (or others) requiring accommodation. This personal connection can range from the mere exchange of services, to a conversation or lasting friendship. The ability of Airbnb to facilitate social interactions as well as accommodation is a key benefit of the platform.⁵⁹

These interactions are even more beneficial when it's considered that a substantial proportion of people using Airbnb when travelling are from overseas. Both the host and guest can experience another culture through Airbnb, whether that be through a conversation, a meal or a guided tour. This can be a learning opportunity for hosts who have never travelled, and can help develop a greater understanding of diversity and culture.

Through the interactions between hosts and guests, travellers can connect with local communities and vice versa.⁶⁰ With the majority of Airbnb accommodation situated outside major hotel districts and instead nearby local neighbourhoods, travellers are likely to visit restaurants, bars, attractions and shops in the area – as recommended by their host. In this way, the broader community can also benefit from the cultural exchange facilitated by Airbnb, instead of this effect being more limited to major hotel districts or tourist areas.

5.2 Driving competition and growing the market

Platforms like Airbnb are adding to accommodation supply and in doing so, are growing the overall size of the market. This growth arises as Airbnb's lower prices and features may encourage people to enter the market, or stay longer or more often in tourist accommodation than what they would otherwise.

Airbnb is also increasing competition in the tourism accommodation market, with more rooms and more players in the space overall. There may, however, be costs and impacts for existing operators in the accommodation market. Research undertaken by Zervas, Proserpio and Byers in the US found that Airbnb limited the ability of the hotel industry to raise prices during peak periods, with flexible Airbnb supply positioned to absorb additional demand.⁶¹

CBRE also analysed the impact of Airbnb on the traditional accommodation market in 59 key markets in the US. It concluded that while Airbnb may impact a hotel's ability to raise rates and may lead to hotels lowering rates to stay competitive, it is having a minimal impact outside the top markets. Airbnb generated 2 per cent or more of hotel revenue in only 15 of the 59 markets assessed – and in those 15 markets, the vast percentage of that revenue was generated in downtown.⁶²

Despite the impact on existing operators, consumers stand to gain from competition in the long term. Competition is a good thing – more competitive markets can help deliver greater variety, choice and quality of goods. Competition and choice are also important in the context of the broader economy, supporting productivity and income growth.⁶³

Airbnb has also spurred the development of new jobs, such as Airbnb host coaching. Jodie and Rob, for example, established Guest Ready to provide support and advice on getting started as an Airbnb host. Airbnb also indirectly supports jobs in other industries – for example, some hosts may employ a cleaner, or use a short term rental manager while on holiday. Deloitte Access Economics found that 4,384 FTE jobs are indirectly supported by Airbnb guest expenditure, including the amount paid to hosts and other holiday expenses.

5.3 Supporting local economies

Airbnb can activate local communities by distributing visitors across cities. 74 per cent of Airbnb properties are located outside traditional hotel districts in major markets across the world⁶⁴ – meaning that both visitors and their spending is dispersed rather than concentrated.

The dispersal of visitors across cities provides benefits to local communities, as Airbnb guests spend money in the area where they stay, rather than in areas which traditionally benefit from tourism. Airbnb survey data shows that 46 per cent of guest daytime spending is in the suburbs in which they stay, and that 98 per cent of hosts suggest local restaurants, cafes, bars and shops in their neighbourhoods. This expenditure can assist local businesses which generally rely on foot traffic and residents who live in the area.

Local communities may also benefit from the presence of tourists (particularly those from overseas) in the context of cultural exchange. As discussed in Section 5.1.2, residents may be able to benefit from interactions with travellers of different backgrounds.⁶⁵ These exchanges may otherwise not occur, and can introduce locals to people from all over the world.

Appendix A: Economic contribution modelling framework

Economic contribution studies are intended to quantify measures such as value added, exports, imports and employment associated with a given industry or firm, in a historical reference year. The economic contribution is a measure of the value of production by a firm or industry

All direct, indirect and total contributions are reported as gross operating surplus (GOS), labour income, value add and employment, with these terms defined in Table A.1.

Table A.1: Definitions of economic contribution estimates

Estimate	Definition
Gross operating surplus (GOS)	GOS represents the value of income generated by the entity's direct capital inputs, generally measured as the earnings before interest, tax, depreciation, and amortisation (EBITDA).
Labour income	Labour income is a subcomponent of value add. It represents the value of output generated by the entity's direct labour inputs, as measured by the income to labour.
Value add	Value add measures the value of output (i.e. goods and services) generated by the entity's factors of production (i.e. labour and capital) as measured in the income to those factors of production. The sum of value add across all entities in the economy equals gross domestic product. Given the relationship to GDP, the value add measure can be thought of as the increased contribution to welfare.
Employment (FTE)	Employment is a fundamentally different measure of activity to those above. It measures the number of workers (measured in full-time equivalent terms) that are employed by the entity, rather than the value of the workers' output.
Direct economic contribution	The direct economic contribution is a representation of the flow from labour and capital committed in the economic activity.
Indirect economic contribution	The indirect contribution is a measure of the demand for goods and services produced in other sectors as a result of demand generated by economic activity.
Total economic contribution	The total economic contribution to the economy is the sum of the direct and indirect economic contributions.

Source: Deloitte Access Economics (2016)

Value added

The measures of economic activity provided by a contribution study are consistent with those provided by the Australian Bureau of Statistics. For example, value added is the contribution the sector makes to total factor income and gross domestic product (GDP) and gross state product (GSP).

There are a number of ways to measure GDP:

- **Expenditure approach** – measures the expenditure of households, on investment, government and net exports
- **Income approach** – measures the income in an economy by measuring the payments of wages and profits to workers and owners.

Below is a discussion measuring the value added by an industry or firm using the income approach.

Measuring the economic contribution – income approach

There are several commonly used measures of economic activity, each of which describes a different aspect of an industry's economic contribution. One measure is value added.

Value added measures the value of output (i.e. goods and services) generated by the entity's factors of production (i.e. labour and capital) as measured in the income to those factors of production. The sum of value added across all entities in the economy equals gross domestic product. Given the relationship to GDP, the value added measure can be thought of as the increased contribution to welfare.

Value added is the sum of:

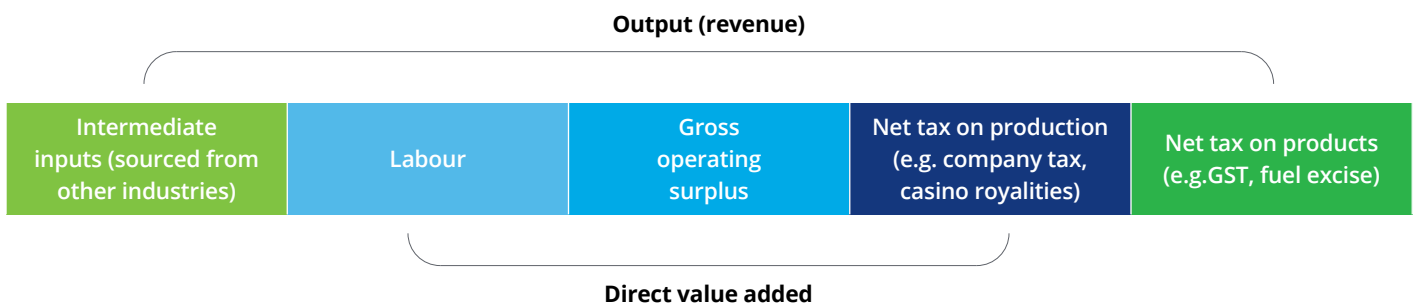
- **Gross operating surplus (GOS)** represents the value of income generated by the entity's capital inputs, generally measured as the earnings before interest, tax, depreciation and amortisation (EBITDA)
- **Tax on production less subsidy** provided for production. Note: given the manner in which returns to capital before tax are calculated, company tax is not included or this would double-count that tax. In addition it excludes goods and services tax, which is a tax on consumption (i.e. levied on households)

- **Labour income** is a subcomponent of value added. It represents the value of output generated by the entity's direct labour inputs, as measured by the income to labour.

Figure A.1: shows the accounting framework used to evaluate economic activity, along with the components that make up output. Output is the sum of value added and the value of intermediate inputs used by the firm. Net taxes on products are not included in value added but are included in GDP.

The value of intermediate inputs can also be calculated directly by summing up expenses related to non-primary factor inputs.

Figure A.1: Economic activity accounting framework



Source: Deloitte Access Economics

Contribution studies generally outline employment generated by a sector. Employment is a fundamentally different measure of activity to those above. It measures the number of workers that are employed by the entity, rather than the value of the workers' output.

Direct and indirect contributions

The **direct** economic contribution is a representation of the flow from labour and capital in the company.

The **indirect** contribution is a measure of the demand for goods and services produced in other sectors as a result of demand generated by Airbnb-facilitated tourism. Estimation of the indirect economic contribution is undertaken in an input-output (IO) framework using Australian Bureau of Statistics IO tables which report the inputs and outputs of specific sectors of the economy.

The total economic contribution to the economy is the sum of the direct and indirect economic contributions.

Other measures, such as total revenue or total exports are useful measures of economic activity, but these measures alone cannot account for the contribution made to GDP. Such measures overstate the contribution to value added because they include activity by external firms supplying inputs. In addition, they do not discount the inputs supplied from outside Australia.

Limitations of economic contribution studies

While describing the geographic origin of production inputs may be a guide to a firm's linkages with the local economy, it should be recognised that these are the type of normal industry linkages that characterise all economic activities.

Unless there is unused capacity in the economy (such as unemployed labour) there may not be a strong relationship between a firm's economic contribution as measured by value added (or other static aggregates) and the welfare or living standard of the community.

The use of labour and capital by demand created from the industry comes at an opportunity cost as it may reduce the amount of resources available to spend on other economic activities. This is not to say that the economic contribution, including employment, is not important. As stated by the Productivity Commission in the context of Australia's gambling industries:⁶⁶

"Value added trade and job creation arguments need to be considered in the context of the economy as a whole ... income from trade uses real resources, which could have been employed to generate benefits elsewhere. These arguments do not mean that jobs, trade and activity are unimportant in an economy. To the contrary they are critical to people's well-being. However, any particular industry's contribution to these benefits is much smaller than might at first be thought, because substitute industries could produce similar, though not equal gains."

In a fundamental sense, economic contribution studies are simply historical accounting exercises. No 'what-if, or counterfactual inferences – such as 'what would happen to living standards if the firm disappeared?' – should be drawn from them.

The analysis – as discussed in the report – relies on a national IO table modelling framework and there are some limitations to this modelling framework. The analysis assumes that goods and services provided to the sector are produced by factors of production that are located completely within the state or region defined and that income flows do not leak to other states.

The IO framework and the derivation of the multipliers also assume that the relevant economic activity takes place within an unconstrained environment. That is, an increase in economic activity in one area of the economy does not increase prices and subsequently crowd out economic activity in another area of the economy. As a result, the modelled total and indirect contribution can be regarded as an upper-bound estimate of the contribution made by the supply of intermediate inputs.

Similarly the IO framework does not account for further flow-on benefits as captured in a more dynamic modelling environment like a Computerised General Equilibrium (CGE) model.

For guest expenditure on accommodation (i.e., payments to Airbnb hosts), the analysis is based on the ownership of dwelling industry group within the ABS Input-Output tables and it should be noted that the profile of expenditure on intermediate inputs for those providing Airbnb accommodation may differ somewhat from owners of dwelling more generally. Ownership of dwellings is not assumed to create any direct employment in the ABS national accounts but the purchase of intermediate inputs by owners does contribute to indirect employment in the economy.

Input-output analysis

Input-output tables are required to account for the intermediate flows between sectors. These tables measure the direct economic activity of every sector in the economy at the national level. Importantly, these tables allow intermediate inputs to be further broken down by source. These detailed intermediate flows can be used to derive the total change in economic activity associated with a given direct change in activity for a given sector.

A widely used measure of the spill-over of activity from one sector to another is captured by the ratio of the total to direct change in economic activity. The resulting estimate is typically referred to as 'the multiplier'. A multiplier greater than one implies some indirect activity, with higher multipliers indicating relatively larger indirect and total activity flowing from a given level of direct activity.

The IO matrix used for Australia is derived from the ABS 2012-13 IO tables. The industry classification used for IO tables is based on the Australian and New Zealand Standard Industrial Classification (ANZSIC), with 114 sectors in the modelling framework.

Appendix B: Consumer effects modelling framework

Savings to consumers

Approach

The purpose of this analysis is to investigate the impact of Airbnb on the demand of hotel room nights in central Sydney since 2012. To accomplish this goal, we have developed a dynamic econometric functional model based on Deloitte Access Economics' Tourist Accommodation Regional Demand, Investment and Supply model (TARDIS).

The TARDIS model consists of a system of equations that combines underlying visitor demand forecasts with a hotel accommodation supply pipeline growth profile to develop estimates of key hotel market outcomes. It is a bespoke model of the hotel accommodation market in Australia which has been implemented and updated over 15 years. Coupled with the Deloitte Access Economics Tourism Forecasting Model (DAE-TFM), it forms the core modelling engine behind the Deloitte Tourism and Hotel Market Outlook.

For this analysis, we augmented the TARDIS model with a new equation for Airbnb, for which the dependent variable also enters the demand equation for hotel room nights. The demand and supply system can be collapsed into a system of three simultaneous equations:

$$\begin{aligned} \ln RNO &= \gamma_0 + \gamma_1 \beta_1 \ln \left(TFA \left(1 + k \times \frac{ROR}{1 - ROR} \right) \right) \\ &\quad + \gamma_2 (1 - \beta_1) \ln \left(TFA \times TWI \left(1 + k \times \frac{ROR}{1 - ROR} \right) \right) + \gamma_3 \ln DEM_{DOM} \\ &\quad + \gamma_4 \ln DEM_{INT} + \gamma_5 S2 + \gamma_6 S3 + \gamma_7 S4 + \gamma_8 \ln ABN \\ \ln ABN &= \alpha_0 + \alpha_1 \ln ABL + \alpha_2 ROR + \alpha_3 S2 + \alpha_4 S3 + \alpha_5 S4 \\ \ln TFA &= \delta_0 + \delta_1 ROR + \delta_2 \beta_2 \ln WGE + \delta_3 S2 + \delta_4 S3 + \delta_5 S4 \end{aligned}$$

The first equation captures the relationship between the monthly hotel Room Nights Occupied (RNO) and Takings from Accommodation (TFA). TFA, along with Room Occupancy Rate (ROR) and a congestion parameter k ,⁶⁷ are used to derive the own and competitor price variables (to capture effective takings). The competition between Australian and foreign destinations are captured through the trade weighted exchange rate (TWI) in the competitor price variable. Income effects are captured by DEM_{DOM} and DEM_{INT} . Airbnb enters the competition for hotel room nights via the last variable, $\ln ABN$, which is the log of monthly Airbnb nights booked in the same period. This variable becomes the dependent variable in the second equation which relates Airbnb nights with the total number of unique Airbnb listings (ABL) and Hotel Room Occupancy Rate (ROR). Finally, the third equation captures the supply-side relationship between hotel takings (TFA), index of real wages (WGE) and hotel room occupancy rate (ROR). S2, S3 and S4 are quarterly dummies to adjust for seasonality.

The system of equations has to be solved numerically. Improvements in econometric software make it possible to estimate this highly non-linear system of equations using 'off the shelf' programs such as R.⁶⁸ The system is estimated using a technique known as 'Full Information Maximum Likelihood' (FIML) which maximises the fit of the equations to the data simultaneously.

It should be noted that all of the variables in the model are differenced for the purpose of estimation – as the Augmented Dickey-Fuller Test suggests that the time-series are not stationary in level but stationary in first difference, at 1 per cent statistical significance.

Table B.1 : Augmented Dickey-Fuller Test results

Alternative hypothesis	Variable	Statistic	P value	Variable	Statistic	P value
Stationary	lnRNO	-2.858	0.236	d.lnRNO	-8.872	<0.01
Stationary	lnTFA	-2.919	0.211	d.lnTFA	-7.945	<0.01
Stationary	lnABL	-2.083	0.541	d.lnABL	-14.888	<0.01
Stationary	lnABN	-1.463	0.785	d.lnABN	-9.035	<0.01

Source: Deloitte Access Economics

One simplification of our model is that the two exogenous demand indices derived from the DAE-TFM model do not take into account the potential impact from Airbnb on the total number of visitors to Sydney. As a consequence, although the coefficient on $\ln ABN, y_g$ can reflect the competition between hotels and Airbnb, the residuals from the model would necessarily capture a combination of new visitors who would not otherwise visit Sydney, and people who would otherwise stay with friends or relatives, etc.

Data

We have compiled our estimation data from three separate sources. Firstly, Airbnb Australia has provided Deloitte Access Economics with the monthly number of Airbnb nights booked (ABN) and total unique Airbnb listings (ABL) in Sydney from January 2012 to June 2015, on a confidential basis. Secondly, we have collected the monthly hotel RNO, TFA and ROR from the tourist accommodation series released annually by the Australia Bureau of Statistics (ABS) for the same period. Finally, the two demand indices and the real wage index are obtained directly DAE-TFM.

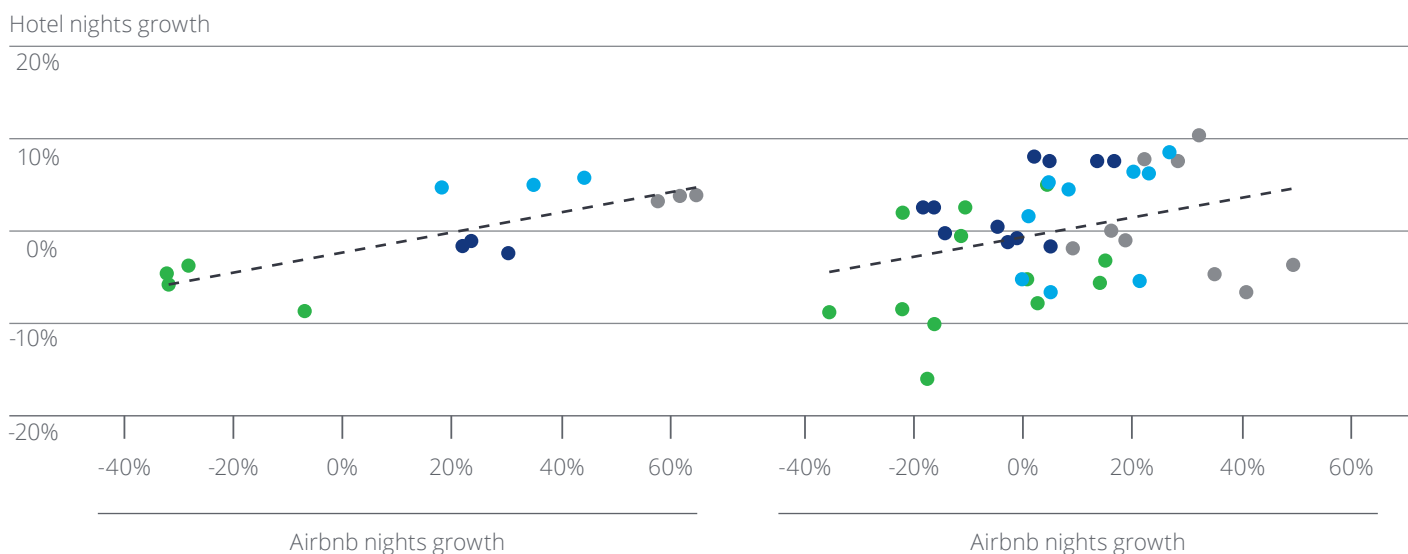
Result

Chart B.1 illustrates the relationship between the monthly and quarterly growth rate of Airbnb nights booked and hotel nights occupied during the sampling period. It can be seen that higher growth in Airbnb nights is usually associated with higher growth in hotel nights.

Chart B.1 : Scatter plot of the growth rate of hotel and Airbnb nights

Hotel vs Airbnb nights quarterly growth, Jan 2012-Jun 2015

Hotel vs Airbnb nights monthly growth, Jan 2012-Jun 2015



Quarter

● Mar ● Jun ● Sep ● Dec

Source: Deloitte Access Economics

Incorporating Airbnb listings and bookings into Deloitte Access Economics' Tourism Accommodation Regional Demand, Investment and Supply (TARDIS) model shows the effect of Airbnb on the number of hotel room nights booked. Applying this relationship to historical Airbnb bookings data reveals the number of booked Airbnb nights which can be attributed to those switching from traditional accommodation, and those which are booked by new entrants to the market. Estimates for the proportion of new entrants each year range between 40 to 62 per cent. We have adopted a midpoint of 51 per cent to calculate the number of Airbnb guests who enjoyed cost savings due to the price differential between Airbnb listings and hotels.

Consumer benefits

Approach

From a microeconomic perspective, the advent of Airbnb has effectively brought down the transaction cost of providing and screening peer to peer short-stay accommodation services. Consequently, consumers are better off with the expanded budget set to reach goods and services that were previously unattainable. Similar to any economic transaction, consumption of Airbnb rooms would happen if and only if the consumer's willingness to pay (WTP) is above the actual price required to secure the accommodation. The difference between total WTP and actual price is called net 'consumer surplus', which is an integral component of consumer benefit.

The purpose of this analysis is to quantify the amount of consumer surplus obtained by Airbnb customers that visited Sydney during 2015-16. To accomplish this goal, we have developed two hedonic price models in the spirit of Rosen⁶⁹ and Bajari and Benkard.⁷⁰ The analysis is performed separately on data for 30 sub-markets, with each sub-market representing a certain type of accommodation⁷¹ in a certain area of Sydney,⁷² to account for product heterogeneity and heteroscedasticity.

The first approach is a two-stage regression similar to that described by Rosen. In the first stage, the total prices of Airbnb bookings are regressed on various booking characteristics:

$$\begin{aligned} \log(\text{Total payment}_i) &= \beta_0 + \beta_1 \log(\text{Nights}) + \beta_2 \log^2(\text{Nights}_i) + \beta_3 \log(\text{Guests}_i) \\ &+ \beta_4 \log(\text{booking_in_advance}) + \beta_5 \log(\text{listing_n_booked}) \\ &+ \text{AirbnbRating} + \text{GuestOrign}_i + \text{ExchangeRate}_i \\ &+ \text{QuarterlyDummies} + \text{WeekendDummies} \end{aligned}$$

From each of the 30 regressions, we obtain the coefficients β_1 and β_2 , the fitted total payment values and the number of nights from each booking. These estimates can then be used to calculate the marginal willingness to pay for the last consumed night for each observation:

$$\frac{\partial \text{Utility}_i}{\partial \text{Nights}_i} = \frac{\partial \text{Total payment}_i}{\partial \text{Nights}_i} = [\beta_1 + 2\beta_2 \log(\text{Nights}_i)] * \frac{\text{Fitted payment}_i}{\text{Nights}_i} = \text{WTP}_i \quad (*)$$

Where the first equals sign follows from consumers maximising their utilities.⁷³

Compared with the approach described by Rosen,⁷⁴ it is clear that our model has an insufficient number of product characteristics such as room size, neighbourhood environment, distance to public transport, etc. In this respect, equation (*) can only be regarded as an assumed functional form of marginal WTP. Intuitively, it assumes that the marginal enjoyment from an extra night of stay with Airbnb is higher for more expensive listings while become increasingly lower as the period of stay extends.

In the second stage, the log of marginal WTPs are regressed on the log of nights booked, along with other booking characteristics:

$$\begin{aligned} \log(\text{marginal WTP}_i) &= \gamma_0 + \gamma_1 \log(\text{Nights}) + \beta_2 \log(\text{booking_in_advance}) \\ &+ \gamma_3 \log(\text{listing_n_booked}) + \text{GuestOrigin}_i + \text{ExchangeRate}_i \\ &+ \text{QuarterlyDummies} + \text{WeekendDummies} \end{aligned}$$

The elasticity of demand can be calculated as the inverse of the coefficient γ_1 in each of the corresponding regressions for the 30 sub-markets. Consumer surplus can then be calculated based on the estimated elasticity, the total nights booked and weighted average price per night in each sub-market:⁷⁵

$$\text{Surplus}_j = -\frac{P_j * Q_j}{2 * \epsilon_j}, \quad \text{in each sub_market}_j$$

where ϵ_j is the elasticity of demand (negative) in the sub-market.

One limitation of the two-stage hedonic approach is that the second-stage regression has a simultaneity problem because consumers with a higher preference for a longer period of stay would naturally book from hosts that provide long-term contracts. This simultaneity problem causes inconsistent estimates in the second stage.⁷⁶ To address this issue, Bajari and Benkard introduce a different two-stage approach that specifies a functional form of utility and uses Gibbs sampling to simulate the population distribution of consumers' taste coefficients. However, the lack of product characteristics has limited the value in adopting such complicated methodologies. Therefore, we have only estimated consumer surplus based on a simplified log-linear utility function, as a complement to the first approach:

$$\text{Utility}_i = \frac{\text{Fitted payment}_i}{\text{Nights}_i} + \alpha * \log(\text{Nights}_i)$$

where $\alpha = [\beta_1 + 2\beta_2 \log(\text{Nights}_i)] * \text{Fitted payment}_i$

Similar to the two-stage model, this specification assumes utility to increase with total expenditure but at a declining rate as the period of stay extends.

Data

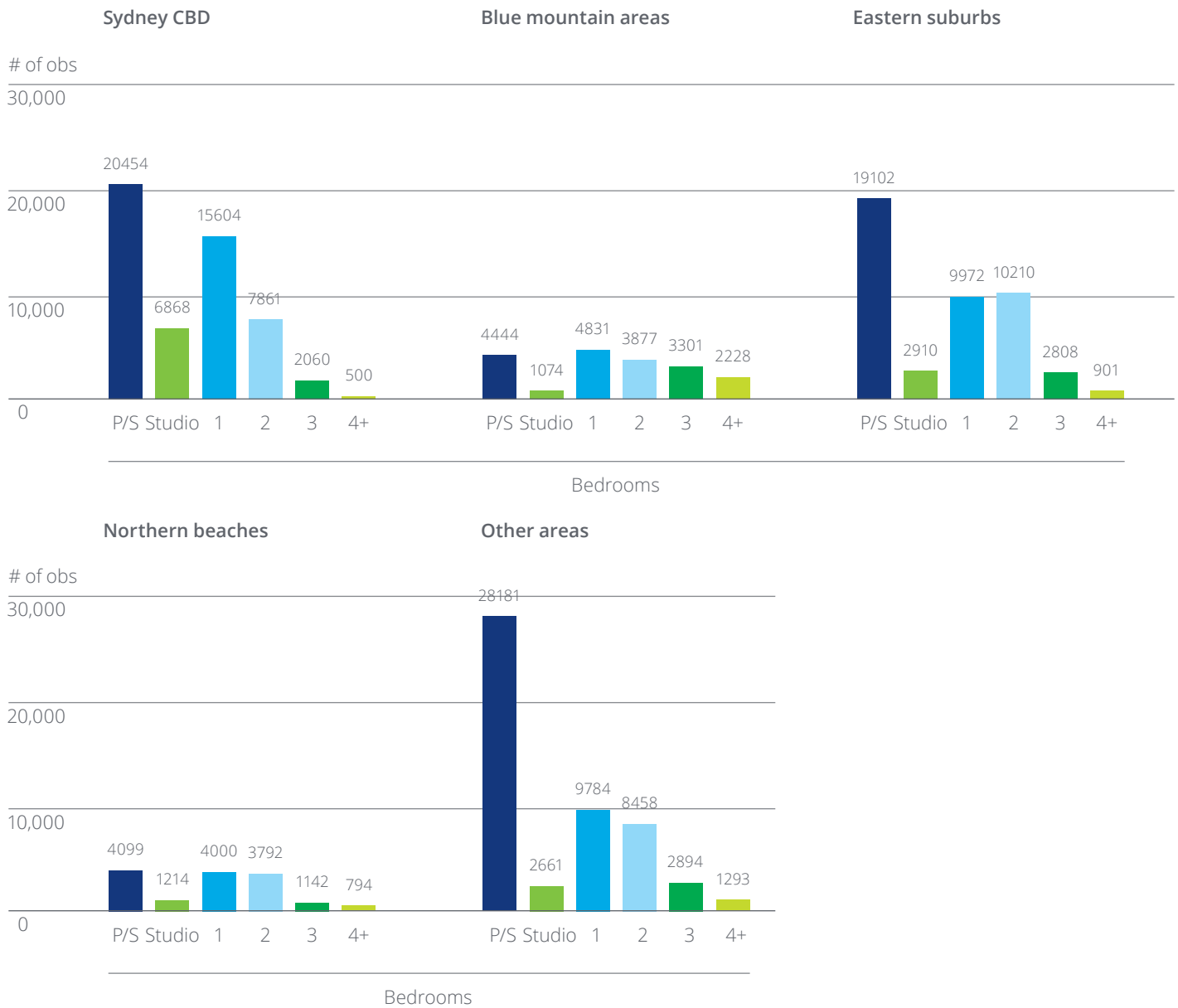
We obtained transaction data for all of the Airbnb bookings to Sydney during July 2015 to June 2016, on a confidential basis. Table B.2 shows the list of variables, along with their transformations, that are used for the analysis.

Table B.2: List of variables supplied from Airbnb

Variable	Description	Transformation
Nights booked	Total nights booked	–
Total guests	Total number of guests	–
Total guest price	Total amount of payment	–
Guest country	The country where the guests are from originally.	Coded as 'AU' or 'Foreigner'.
Listing postcode	The postcode	Used to classify each observation into the five regions in Sydney ⁷⁷
Check-in date	Date of check-in	Used to derive quarterly and weekend dummies
Booking date	Date of booking	Used to derive variable 'booking_in_advance'=number of days between booking and check-in, as a measure of flexibility
Listing type	Whether the listing is a private/shared room or entire house/apartment	Used to split the sample by different accommodation types ⁷⁸ .
Total bedrooms	Total number of bedrooms	
Overall rating	Airbnb rating (integer 1-5)	Coded as 'low' (0-3), 'medium' (4) and 'high' (5)
AUD	Australian dollar exchange rate	Matched with the date of reservation for each observation

Chart B.2 below shows the respective number of observations from the 30 sub-markets. It is not surprising that private/shared rooms comprise a significant share (40 per cent) of the observations. However, they only represents one fifth of the total expenditure due to their relative lower prices.

Chart B.2 : Number of observations for the 30 sub-markets



Source: Deloitte Access Economics

Result

The first stage regression provides a decent fit to the price equations. Chart B.3 below shows the adjusted R-square from the 30 regressions performed. The overall average is 73.5 per cent.

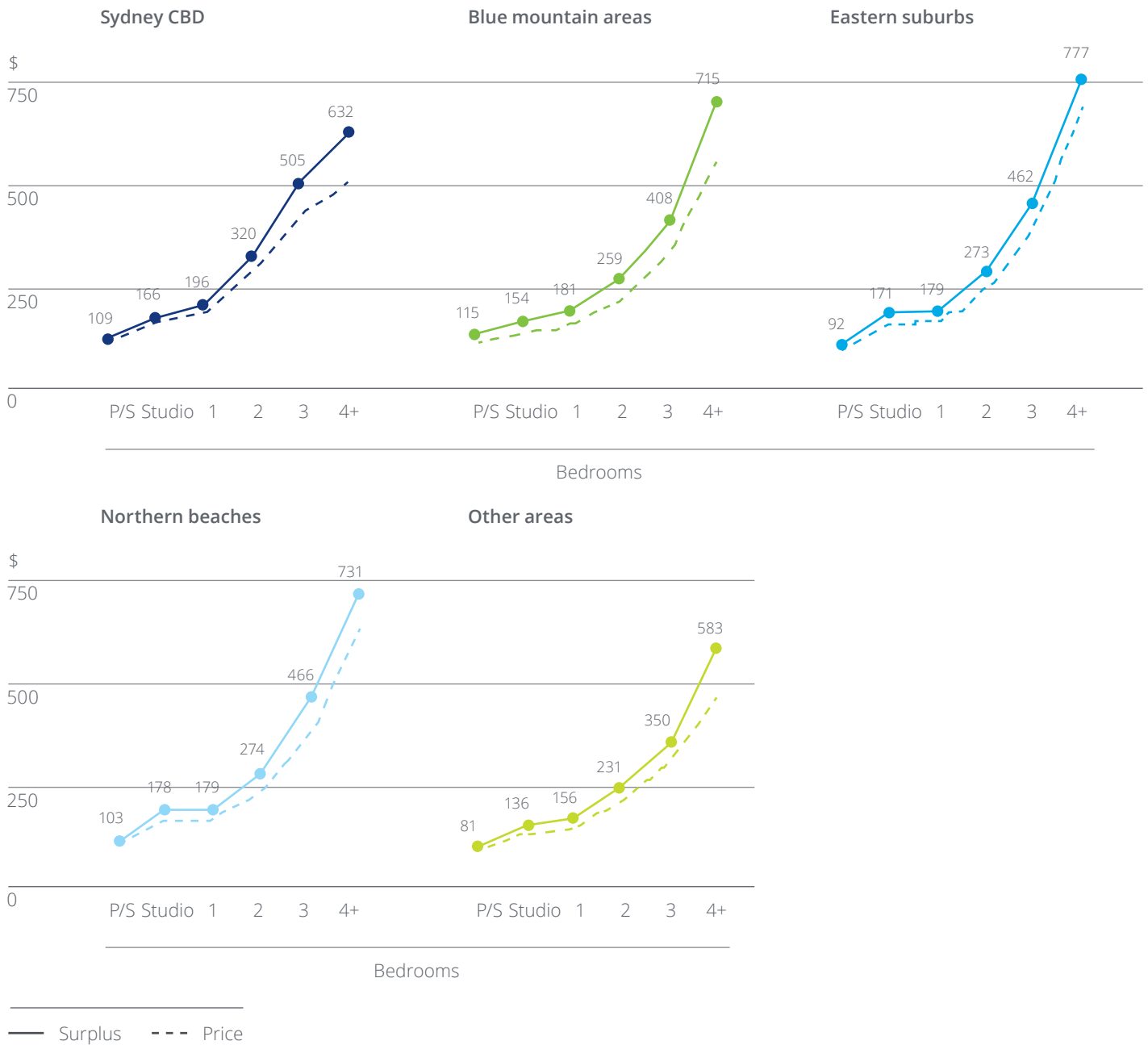
Chart B.3: Adjusted R-square from the first-stage regression



Source: Deloitte Access Economics

Based on results from the second stage regression, Chart B.4 shows the weighted average consumer surplus and price per night in each of the 30 sub-markets. It can be seen that accommodation with higher number of bedrooms are yielding, on average, a higher proportionate surplus. This is because the demand for multi-bedroom accommodation is found to be relatively more inelastic. It is conceivable that consumers that booked for multi-bedroom listings would be less sensitive to prices due to the scarcity of supply and/or the potentially higher demand for quality.

Chart B.4 : Weighted average surplus vs price



Source: Deloitte Access Economics

Table B.3 shows the calculated surplus from the two hedonic approaches. The two approaches are distinct in the specification of consumer preferences. In particular, the first approach assumes linear demand which implies a quadratic utility function while the second approach assumes a log-linear utility function. We believe the average of the two estimates provides a sensible measure of the total consumer surplus.

Table B.3: Consumer surplus created by Airbnb

Method	Aggregate willingness to pay	Total amount paid	Consumer surplus
Two-stage hedonic	\$173.6 million	\$149.2 million	\$24.4 million
Direct utility estimation	\$221.6 million	\$149.2 million	\$72.4 million
Average	\$197.6 million	\$149.2 million	\$48.4 million

Source: Deloitte Access Economics, using Airbnb data.

Footnotes

1. Estimating consumer surplus required an understanding of the demand curve for Airbnb accommodation. The slope of the demand curve is determined by the responsiveness of consumers to changes in price – also known as price elasticity. Deloitte Access Economics used hedonic regression to estimate price elasticities. Hedonic models break down a consumer's value of a good into its constituent parts, such that it is possible to estimate how much each characteristic contributes to willingness to pay
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77. Sydney CBD, Blue Mountain areas, Eastern Suburbs, Northern Beaches and Other areas
78. Studio, private/shared room, one-bedrooms, two-bedrooms, three-bedrooms, over-four-bedrooms.

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Schedule of Submissions

Proposed Use Not Listed (Short Stay Accommodation) – Lot 1, Units 1–8/63 Third Avenue, Bassendean

1	Affected Property: Not provided	
Object		
Summary of Submission		Comment
<p>I was wishing to make a comment on the request for short stay accom at the address.</p> <p>I believe the council should reject it. This is 8 units that aren't available for long term rentals. We have a housing crisis in this city/state/country and we do not need more short term stays. With people going homeless it is absurd to have 8 units out of the rental market. This should not be allowed</p>		<p>The Town is obligated to consider the application on its individual merits.</p> <p>In this instance, the applicant seeks approval for Short Stay Accommodation only, and not for permanent residential accommodation. Whilst Council can refuse application for Short Stay Accommodation on planning grounds, this does not necessarily mean that the landowner will choose to lease the property. Whether individual landowners choose to lease properties, is beyond the power of local governments to determine.</p>

2	Affected Property: 58 Third Avenue, Bassendean	
Object		
Summary of Submission		Comment
<p>I would like to resubmit my comments in the email below, considering the readvertising of the proposal.</p> <p>I continue to hold significant concerns that short stay accommodation will perpetuate the issue with antisocial and dangerous behaviour on this quiet residential street. Please don't ruin our neighbourhood for the sake of someone's money making property business.</p>		<p>Noted.</p> <p>The application is accompanied by a detailed management plan, to ensure the subject property does not adversely impact the amenity of the surrounding locality.</p> <p>Should the application be approved, the Town would recommend a trial period to enable the Town to monitor the performance of the management plan, and the landowner/applicant would be required to comply with the requirements of the management plan. Should the development not be performing in accordance with the management plan and or creating an amenity impact on the surrounding locality, a further approval may not be granted.</p>

There is such a shortage of rentals and these properties would easily attract long term residents if they were leased.	The Town is obligated to consider the application on its individual merits. In this instance, the applicant seeks approval for Short Stay Accommodation only, and not for permanent residential accommodation. Whilst Council can refuse application for Short Stay Accommodation on planning grounds, this does not necessarily mean that the landowner will choose to lease the property. Whether individual landowners choose to lease properties, is beyond the power of local governments to determine.
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3	Affected Property: 60 Third Avenue, Bassendean	
Object		
	Summary of Submission	Comment
3.1	I am writing to express my continued objection to changing all of the Units 1-8, 63 Third Avenue Bassendean, to Short Stay Accommodation. Whilst the amended information of the re-advertised application goes some of the way to addressing issues such as noisy parties, it does not address concerns I expressed in my email of 23/09/2022 about:	Noted.
	1. Inappropriate rubbish disposal – using neighbors’ bins and incorrect rubbish in green waste bins and recycling bins.	The management plan details procedures for waste management. Including reference to the FOGO three bin system. Notwithstanding, it is open to the Town to undertake enforcement action in accordance with the <i>Waste Local Law 2019</i> should bins overflow or cause offensive odors.
	2. Lack of community involvement and participation in social events.	Whilst the impact of the development on the community is a relevant planning consideration, there is no evidence to suggest that short term residents do not contribute to community connection. Such residents can still contribute socially and economically to the community, albeit on a short-term basis.
	3. The greater need for long term rental units rather than short term stays, particularly in this area.	The Town is obligated to consider the application on its individual merits. In this instance, the applicant seeks approval for Short Stay Accommodation only, and not

	for permanent residential accommodation. Whilst Council can refuse application for Short Stay Accommodation on planning grounds, this does not necessarily mean that the landowner will choose to lease the property. Whether individual landowners choose to lease properties, is beyond the power of local governments to determine.
4. Increased traffic use and cars parked in the cul-de-sac.	The amount of traffic associated with the proposed development will be within the capacity of the existing road network, and comparable to if the site operated as a standard residential 8-unit apartment complex.
5. Difficulties for service vehicles having to turn in the cul-de-sac.	The Town's <i>Parking Local Law 2019</i> prohibits vehicle parking within the head of the cul-de-sac, and it would be open to the Town to undertake enforcement action in accordance with the local law.
In regard to the latter, two points, attached are some photos I have taken during recent months since the last submission, which show a number of trailers and a pop-up caravan which have been parked in the street for up to a week, by people using the Short Stay Accommodation unit already available. If this occurs with 1 unit, what will it be like with 8? The washing machine in the photos came from one of the units (don't know which one) and was left on the kerb for many weeks.	The Town's <i>Parking Local Law 2019</i> prohibits the parking of detached trailers (including camper trailers) in the road reserve. This is further discussed within the Council report.
Changing the nature of a quiet residential cul-de-sac, where neighbours know and interact with each other, to one which is busier and constantly changing can only increase levels of insecurity and uncertainty among the permanent residents. I therefore hope the Town Council will continue its opposition to the proposed application.	Amenity impacts are discussed within the report. Where the management plan is followed correct, the risk of amenity impacts to surrounding landowners is low.

4	Affected Property: 20 Success Road, Bassendean
Object	
Summary of Submission	Comment

<p>I do not like this idea.</p> <p>Stays 5 nights to 90 days. We have no idea what kind of people would be staying. They could be people that have just come out of jail, drug dealers, prostitutes...</p> <p>This would be an open door for unsavoury characters to be in our area & I think it is unsafe.</p>	<p>The Town is obligated to consider the application on its individual merits. Who the property is leased to cannot be controlled by the Local Government (similar to if the apartments were leased on a long-term basis).</p> <p>However, the applicant has a vetting process for guests as part of the management plan and requires and a register of all persons who have occupied the accommodation shall be kept, which may aid in any security issues that arise.</p> <p>Where the management plan is followed correct, the risk of amenity impacts to surrounding landowners is low.</p>
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5	Affected Property: N/A	
Object		
Summary of Submission		Comment
I live in Fourth Avenue Bassendean and would like to make comment regarding Short Stay Accommodation potential on Third Avenue.		Noted.
My concern if this were to go ahead is mostly in regard to parking. Unless there is ample off street parking on this site I am concerned that the street will fill up with street parkers. This is already a significant problem in both Third and Fourth avenues as there is now more dense housing with inadequate off street parking which has forced those residents to park on the streets. At times both sides of the road has parked cars which makes it near impossible to safely drive down at times.		Parking is discussed within the Council report.
I also believe that short stay accommodation is a commercial venture which should be done in a commercial setting/zoning.		The Town acknowledges that the use is a quasi-commercial land use, however, if the use is appropriately managed it has been determined that it 'may' be consistent with the objectives of the residential zone.

6	Affected Property: N/A	
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Object	
Summary of Submission	Comment
<p>6.1 I believe that the use of those units as short stay accommodation is a very bad idea and I hope that you have received enough replies in the negative that these changes do not go through.</p> <p>There is a crisis regarding long term rentals not just in Bassendean but Western Australia wide and turning those 8 units into short term is frankly abhorrent to me. There is enough burden on families and young people with the pressure of rental prices and living expenses as a whole going up without the Town of Bassendean allowing this company to raise its revenue.</p> <p>There is no need for short term accommodation in the Town of Bassendean but there is a shortage in both homes for long term rent and for sale.</p> <p>I am hopeful that this change to short term accommodation was not/is not approved, and that the wellbeing of your long term residents and potential long term residents took precedence. It's not just about bodies in restaurants and at the pub. Its also about schools, medical facilities, sport clubs, library, volunteers, community organisations. Short Term residents are just that – short term. They might visit the market but they aren't going to volunteer on a stall. They might watch a football match but they certainly aren't going to be volunteering at the canteen or coaching the kids. They are not going to be contributing to the community of the Town of Bassendean, they are only going to be using a limited amount of its resources.</p>	<p>The Town is obligated to consider the application on its individual merits. In this instance, the applicant seeks approval for Short Stay Accommodation only, and not for permanent residential accommodation.</p> <p>Whilst Council can refuse application for Short Stay Accommodation on planning grounds, this does not necessarily mean that the landowner will choose to lease the property. Whether individual landowners choose to lease properties, is beyond the power of local governments to determine.</p> <p>The Town's Local Planning Strategy identified (through Section 4.3.3 Tourism), that the Town contains multiple attributes of tourism value and recognises the opportunity to consider increasing tourist accommodation within the Town, including short term accommodation.</p> <p>Whether residents volunteer within the Town is beyond the control of the Local Government.</p>

<p>I really hope that the Town of Bassendean knocks this idea on the head. It is a very bad idea and I'm very disappointed that it has made it this far.</p>	
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<p>7</p>	<p>Affected Property: 41 Walter Road East, Bassendean</p>
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Do Not Object

	<p>Summary of Submission</p>	<p>Comment</p>
<p>7.1</p>	<p>I live at 41 Walter Road East Bassendean. My partner and I recently received a letter in the mail regarding the short stay accommodation at 63 Third Ave Bassendean with the Development Application number 2022-094.</p> <p>We wanted to send an email to let it be known that we have not yet experienced any issues with the units being short stay.</p> <p>As there are 8 units on this property, we are more concerned about what issues could arise if these units were sold and had permanent residents.</p> <p>If there were 8 or possibly 16 residents living in these units, there could be more issues created with noise and unsocial behaviour.</p>	<p>The non-objection is noted.</p>

8	Affected Property: N/A	
Do Not Object		
	Summary of Submission	Comment
8.1	<p>I think there is a need for short stay accommodation in Bassendean and the council should adapt to changing accommodation and area needs. I support the application at 63 Third Ave and I live locally on Second Ave.</p> <p>I walked past the building and It is a secure complex. It can give extra business to local businesses.</p> <p>I don't see why the property owner should be restricted to normal home renting of 6 to 12 month leases. The council can support shorter term use and allow registration of such homes/buildings.</p> <p>They have multiple controls in place to monitor noise when unlikely and not required at long stay rentals and an owner/ manager within the complex.</p>	The non-objection is noted.



Unreasonable Customer Conduct

Policy Objective

This policy explains how Town of Bassendean (Town) staff will deal with persons who:

- are aggressive complainants;
- are rude, abusive, and harassing complainants;
- cannot be satisfied despite the best efforts of the Town;
- constantly raise the same issue with different staff; and/or
- make unreasonable demands on the Town where resources are substantially and unreasonably diverted away from its other functions or unfairly allocated (compared to other customers).

Policy Statements

At times, a customer's demands or expectations may exceed the Town's ability to deliver.

As a general rule, when a person approaches the Town with a request, application, concern or complaint they first need to be heard, understood and respected.

Customers have a right to:

- be given an apology if required;
- be given information or an explanation;
- have action taken to address their concerns or fix their problem; and
- have the matter dealt with quickly, fairly and properly.

Customers who cannot be satisfied

Customers who cannot be satisfied include members of the public or groups who do not accept that the Town is unable to assist them, provide any further assistance or level of service than has been provided already and/or disagree with the action the Town has taken in relation to their complaint or concern.

If in the opinion of the Chief Executive Officer a person cannot be satisfied and all appropriate avenues of internal review or appeal have been exhausted and the customer continues to write, telephone, email and/or visit the following actions may be taken:

- The Chief Executive Officer may write to the customer restating Town's position on the matter if necessary and advising that if the customer continues to contact the Town regarding the matter, the Town may:
 - not accept any further phone calls from the customer;
 - not grant any further interviews;
 - require all further communication to be put in writing; and
 - continue to receive, read and file correspondence but only acknowledge or otherwise respond to it if:
 - the customer provides significant new information relating to their complaint or concern;
 - the customer raises new issues which in the Chief Executive Officer's opinion warrant fresh action; and
 - The Chief Executive Officer shall advise Councillors of a person who is deemed to be 'a person who cannot be satisfied', the person's concerns, and any proposed management strategy by Town Officers.

Customers who make unreasonable demands

Customers who make unreasonable demands include members of the public whose demands on the Town start to significantly and unreasonably divert Town resources away from other functions or create an inequitable allocation of resources to other customers. Such demands may result from the amount of information requested, the nature or scale of services sought or the number of approaches seeking information, assistance or service.

If in the opinion of the Chief Executive Officer a customer is making unreasonable demands on staff and the customer continues to write, email, telephone and /or visit the offices the following actions may be taken:

- The Chief Executive Officer may write to the customer advising them of the Town's concern and requesting that they limit and focus their requests and that if the customer continues to place unreasonable demands, staff may:
 - Not respond to any future correspondence and only take action where, in the opinion of the Chief Executive Officer the correspondence raises specific, substantial and serious issues; or
 - Only respond to a certain number of requests in a given period.

If the customer continues to contact staff after being advised of the proposed course of action, the Chief Executive Officer may, after considering representations from the customer, advise the customer that either or both of points listed above will now apply.

Customers who constantly raise the same issue with different staff

If in the opinion of the Chief Executive Officer a customer is constantly raising the same issues with different staff or elected members the Chief Executive Officer may notify the customer that:

- only a nominated staff member will deal with them in the future;
- they must make an appointment with that person if they wish to discuss a matter; or
- all future contact with Town must be in writing.

The customer may wish to make a formal complaint in accordance with the Code of Conduct.

Customers who are rude, abusive or aggressive

The Town will not tolerate or condone intimidating or offensive behaviour toward staff members by members of the public under any circumstances. Any staff member who is the victim of such behaviour may, at their own discretion, report the matter to Police for further action.

Rude, abusive or aggressive behaviour may include rude or otherwise vulgar noises, expressions or gestures, verbal abuse of a personal or general nature, threatening or offensive behaviour, physical violence against property or physical violence against a person.

If in the opinion of any staff member rude, abusive or aggressive comments or statements are made in telephone conversations or in person, the staff member may:

- warn the caller that if the behaviour continues the conversation or interview/meeting will be terminated; and
- terminate the conversation or interview/meeting if the rude, abusive or aggressive behaviour continues after a warning has been given.

Where a conversation or interview/meeting is terminated, the staff member must notify their relevant Line Manager of the details as soon as possible.

If in the opinion of the Chief Executive Officer any correspondence to the Town contains personal abuse, inflammatory statements or materials clearly intended to intimidate, it will be returned to the sender and not otherwise acted upon.

Violence, damage to property or threatening behaviour may be reported to police, depending on the severity of the actions.

Documentation and reporting

In all of the situations referred to in this policy, adequate documentary records must be made and maintained on the appropriate file.

If an elected member feels that a customer is being difficult in a manner specified in this policy, they may notify the Chief Executive Officer who will consider taking action as per avenues described above.

Where the Chief Executive Officer determines to limit a customer's access in any of the ways specified in this policy, the Chief Executive Officer will advise Councillors as soon as possible of the relevant circumstances and the action taken and forward such advice, where appropriate, to the Department of Local Government and the Western Australian Ombudsman for information.

Scope

All employees with potential customer interaction.

Legislative and Associated Documents Relating to this Policy

This policy is complimented by the following documents and resources:

- Legislation:
 - Local Government Act 1995
 - Freedom of Information Act 1994
 - Public Interest Disclosure Act 2003
- Council Policy Positions:
 - Code of Conduct (Council Members, Committee Members, Staff and Volunteers)
- Ombudsman Western Australia Guidelines:
 - Dealing with unreasonable complainant conduct
 - Conducting administrative investigations

Document Control

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