

Bassendean Town Centre Strategy and Guidelines



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I.O Introduction

The Bassendean Town Centre Strategy 2007 outlines a vision and objectives for development within the Bassendean Town Centre.

The guidelines provide further guidance for:

- Old Perth Road: west end to Wilson Street
- Old Perth Road central: Wilson to Whitfield Street
- Old Perth Road: east end and Bassendean Village

Detailed area plans will be prepared for:

- BIC Reserve and the civic precinct
- Bassendean Blue Steel Oval

Council should have regard to the Bassendean Town Centre Strategy, the guidelines and detailed area plans when assessing development applications and providing infrastructure within the town centre.



Bassendean Town Centre

Vision 2030-Community Plan was prepared in 2005 by the Town of Bassendean in response to the State Government's Network City strategic vision.

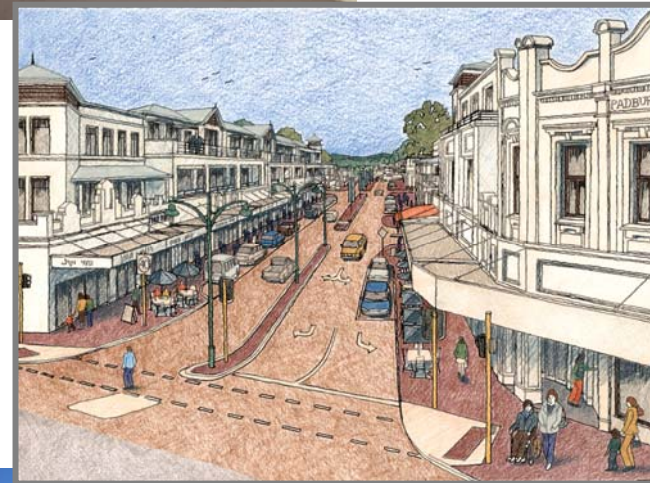
' By 2030, the Town of Bassendean will be an ideal, highly accessible urban village location where people can participate in a cohesive, vibrant and diverse community lifestyle and a thriving local business economy within a high quality built and natural environment.'

'By 2030, the town centre has been transformed into a vibrant hub of mixed uses and activities with a unique sense of place, rich in history and heritage.Bassendean has a modern village feel to it attracting well designed new development. It is a place where people want to be.

There is a wide choice of housing options and densities to suit a diversity of lifestyles. Higher density development is clustered around the town's 3 railway stations..... Attractive landscape, street lighting, public artworks, street furniture and car parking enhance the safe pedestrian friendly streets...

Bassendean is recognised as an amazing place with lots of character – ...people live and thrive in Bassendean. '

Creating a stronger heart for Bassendean



Old Perth Road perspective from Vision 2030 M.Mckay

2.0 State Planning Context

West Australian Planning Commission (WAPC) strategic planning initiatives give context to the Bassendean Town Centre Strategy:

2.1 Network City (WAPC 2005)

Network City: Community Planning Strategy for Perth and Peel is based on principles and policies for liveable neighbourhoods, water sensitive urban design, vibrant activity centres, transit oriented development, better public transport and major infrastructure investments such as the new Metro Rail.

The strategy proposes activity centres along activity corridors where a full range of activities are encouraged including retail, living, entertainment, higher education and specialised medical services.

Network City proposes 60% of new housing should be within established suburbs. Councils are encouraged to support higher density housing around key activity nodes to achieve a more compact urban form. The strategy focuses on diversity of housing type, accessibility and housing affordability.

2.2 Liveable Neighbourhoods (WAPC 2004)

Liveable Neighbourhoods is a state planning framework for communities that are sustainable, safe, vibrant and efficient. The intent is to create complete integrated communities that promote local identity and create a sense of place.

This calls for an urban structure based on walkable, mixed use towns and neighbourhoods that have a strong community focus and a compatible mix of uses. The preferred urban form is “main street” mixed use centres that offer street frontage retail and high density residential with good access to public transport. The model is based on the premise that mixed use centres are inherently more socially, environmentally and economically sustainable and adaptable to change.

2.3 Metropolitan Centres Policy No 9 (WAPC 2000)

The Metropolitan Centres Policy (MCP) (currently under review) applies to commercial activities in the Perth Metropolitan Region. It establishes a hierarchy of centres including Strategic, Regional, District, Neighbourhood and Local Centres. Bassendean is designated a District Centre.

'District Centres will be promoted as centres servicing the weekly shopping and service needs of the suburban population. They should provide mainly convenience goods, a range of comparison goods, local services and local employment. Shopping floor space should generally be confined to 15,000 sqm unless consistent with a Commission endorsed Local Planning Strategy or centre plan'

The Policy also refers to traditional 'Main Street' centres, encouraging development in accordance with traditional main street design principles and providing additional retail floor space incentives.

The policy defines 'Main Street' as:

'mixed land use developments fronting to a street in a manner whereby pedestrian access to the majority of individual businesses can be achieved directly from the street and / or where customer car parks on private property generally do not separate the road reserve boundary from the front of a building.'

Bassendean has both car based retail at Bassendean Village and traditional 'main street' retail along Old Perth Road.



2.4 Transit Oriented Development

The State Government actively encourages intensification of development around railway stations (TOD) and is considering increased residential densities and establishment or consolidation of commercial and other employment activity nodes in the Midland rail corridor.



400metre walking distances from train stations in Bassendean Town Centre

Bassendean Town Centre is an excellent model of an existing urban village on the Midland rail corridor with its historical main street and surrounding residential areas. It has excellent potential to become an employment node relating to surrounding industrial areas.

Bassendean Train Station is a modern attractive station that could become a focus for increased commercial or education activity.

Success Hill Station could become a focus for more intense residential development as well as continuing its role as an events station for the Bassendean Oval.

The 2 train stations at Bassendean Town Centre provide excellent opportunity for the future of the town centre as a highly accessible and walkable urban village. Much of the town centre is within 400 metres walk of a station.

The Perth to Midland railway line itself, however, combined with heavy regional through traffic on Guildford Road results in a town that has been divided and bypassed. North-south connections, access and visibility from Guildford Road are fostered in the Strategy Plan for the town centre.

The Town of Bassendean, with good access to transport, a robust urban structure and an established historical main street is ideally placed to promote and implement the strategic initiatives of the WAPC.

3.0 Town of Bassendean Planning Framework

The Strategy Plan builds on recent planning initiatives and offers design solutions that can be implemented over time in a staged and sustainable manner.

3.1 Vision 2030-Community Plan

Vision 2030 is a long term community plan set out by the Town of Bassendean to coincide with the timeframe and principles outlined in the State Governments 'Network City' model.

3.2 Bassendean Town Centre Enquiry by Design

The Bassendean Town Centre Enquiry by Design was undertaken between Nov 2001 and Feb 2002. Community members came together in a workshop to investigate future growth of the Town using principles of Liveable Neighbourhoods and traditional town centre design. The outcomes of the "Enquiry by Design" workshop have been formally adopted by Council for inclusion into the Local Planning Strategy and Local Planning Scheme 10.

3.3 Town of Bassendean Local Planning Strategy

The Town of Bassendean Local Planning Strategy (LPS) sets out a vision for the municipality, and establishes short, medium and longer term directions for sustainable land use and development. The LPS is an expression of Council's and the community's vision for the Town of Bassendean over the next 15 – 20 years.

3.4 Town of Bassendean Commercial Strategy

The LPS incorporates a Commercial Strategy, which confirms the Bassendean Town Centre as the primary commercial, retail and civic centre of the municipality.

The Bassendean Town Centre, extending 800m along Old Perth Road, is divided into three (3) distinct sub-precincts, each having a different but complementary function that contributes to the overall vitality of the town centre.

- Traditional "Main Street" pedestrian based commercial/retail at the intersection of Old Perth Road with Guildford Road and the train station;
- "Drive-by" commercial with interspersed retail and civic uses (including a school and aged accommodation) between Wilson and Whitfield Streets; and
- Car based retail in the Bassendean Village Shopping Centre at the corner of Old Perth Road and West Road.

Objectives of the Commercial Strategy are to:

- Promote the continued importance of the Bassendean Town Centre as the commercial, retail and civic centre of the municipality and facilitate its sustainable growth and vitality;
- Promote and facilitate revitalisation of the traditional main street pedestrian based commercial retail precinct at the west end of Old Perth Road, without undermining the overall importance of Bassendean Village as a car based retail centre servicing the district.
- Ensure that different retail, commercial and civic activities in the town centre function and integrate in a manner that is mutually up-building rather than undermining of other town centre uses.

3.5 Town of Bassendean Local Planning Scheme 10

Local Planning Scheme No. 10 (LPS 10) has evolved over a number of years and is based on the Model Scheme Text.

LPS 10 aims to:

- Enhance the lifestyle of residents and provide community and leisure facilities for a range of socio-demographic groups;
- Encourage a housing stock that provides for a variety of lifestyle choices for a range of socio economic and age groups;
- Promote vibrant local shopping opportunities and provide for home businesses;

- Preserve local Aboriginal and European culture and heritage;
- Promote local tourist attractions;
- Protect and enhance the environment and natural resources of Bassendean and in particular urban bushland and the river environs; and
- Promote greater use of alternative modes of transport and public transport.

Objectives for the Town Centre Zone under LPS 10 include:

- Promote, facilitate and strengthen the town centre zone as the principal focus of the district in terms of shopping, professional, administrative, cultural, entertainment and other business activities;
- Recognise the unique and specific function of each precinct within the town centre:
- Promote traditional main street pedestrian based commercial retail, west of Wilson Street; civic, drive-by commercial and town centre living uses between Wilson and Whitfield Street; and car based retail in the Bassendean Village Shopping Centre.
- Accommodate a diversity of commercial, cultural & residential facilities;
- Encourage the integration of existing and proposed facilities within the zone so as to promote ease of pedestrian movement and the sharing of infrastructure, as well as to retain the opportunity for any future expansion of the area;
- Achieve safety and efficiency in traffic circulation;
- Ensure that buildings, ancillary structures and advertising are of high quality and achieve an architectural theme contributing to the uniqueness of the townscape;

- Provide sheltered places for pedestrians & shade to car parking areas;
- Preclude the storage of bulky and unsightly goods from public view;
- Provide landscaping appropriate to the scale of development

Residential development is encouraged in the Town Centre. The local government may, at its discretion, permit residential development within the Town Centre Zone to a maximum density of R60. Residential development shall only be permitted where the local government is satisfied that this development is complementary to the scale and character of buildings within the Town Centre Zone.

The requirement for producing design guidelines is contained in Part 2 of Town Planning Scheme No. 10.

Upon adoption, all development is required to comply with the design guidelines and any development that is deemed not to be consistent with the intention of the Strategy Plans and Guidelines may be refused by Council.

3.6 Bassendean Townscape Study 1989

The Bassendean Townscape Study was released in 1989 and provides an analysis of land use, activities, movements and parking in the Town Centre area. It outlines a preferred identity and image for the Town, and highlights several key townscape elements, including the idea of a 'heritage trail'. It describes the townscape structure at the time, and makes mention of the fact that although the Swan River is only 800 metres from the intersection of West and Old Perth Roads, it bears no relationship to the town. The Study provides guidelines for elements such as Town Centre entries, landmarks, colour schemes, materials, building height and landscape within the Town.

3.7 Municipal Heritage Inventory

The Town of Bassendean has a Municipal Heritage Inventory in place that is updated on a semi regular basis. Although not as comprehensive as the Heritage Council's Register, it does earmark several notable sites within the Town Centre, such as some sections of the BIC Reserve, Bassendean Oval, Bassendean Post Office, the Padbury Buildings, Bassendean Railway Station, and the Bassendean War Memorial for varying levels of protection.



3.8 Other studies

- Bassendean Oval Conservation Plan
- Civic Centre Redevelopment Plan
- Strategic Plan 2005-2010
- Economic Development Plan 2005-2010
- Environment and Social Plans
- Community Safety and Crime Prevention study

4.0 *Place making in Bassendean*

The Bassendean Town Centre Strategy Plan and Guidelines have been prepared through a process of stakeholder and community workshops and the adoption of a place making approach.

Place making is more than architecture, urban design and streetscapes. The physical aspects of place only provide a setting for activities that make a place unique and interesting. An appropriate and sustainable mix of activities is the key to a successful place.

Place making drivers appropriate to Bassendean include:

- Build and support the local economy
- Nurture and define the community's identity
- Foster frequent and meaningful community contact
- Create accessibility for all
- Provide a comfortable and safe environment
- Attract a diverse population



4.1 Create possibilities for intense people spaces

A good quality public realm along Old Perth Road will provide places for people to meet, stay and be part of the Bassendean community

People visit and stay in a town centre to see and be seen by other people. Sometimes in a quiet way to sit and have coffee or a meal alone while feeling part of the community and at other times to actively engage in community events and celebrations.

4.2 Focus on parks and gardens

Embrace the Town Park (BIC) as part of the Bassendean town centre

Our cities and suburbs are becoming more intensely developed and urbanised. Bassendean has range of open spaces close to the town centre including the Swan River parklands, BIC Reserve, Bassendean (Blue Steel) Oval and other smaller parks. These open spaces should be nurtured and integrated into the town for the enjoyment of residents and workers for both active and passive recreation and to give breathing space from the intensity of urban life.



4.3 Create a vibrant smaller retail hot spot

Create a number of 'activity nodes' along Old Perth Road with Bassendean Station precinct and Blue Steel Oval redevelopment as lively end points

The Old Perth Road is 800 metres long, this length of 'main street' can not be sustained with intense active pedestrian based retail. Focussing hot spots of activity at each end will in time facilitate activities that link the town together. The Bassendean Village is a successful food and convenience shopping place. A smaller 'hot spot' at the west end of Old Perth Road should compliment rather than compete with Bassendean Village.

4.4 Use interactive water features in the town square

Create places where people of all ages can interact and enjoy being in the town centre, water adds a cooling effect and is fun

The Swan River is part of the Bassendean landscape. Old Perth Road leads down to the river foreshore and landscape along the road should reflect this. A water feature in the town square will suggest the water connection and also offer a gentle cooling effect in the urban streetscape. The water will be safe and playful attracting children to splash and others to watch.



4.5 Use a tower to signify the town centre

Draw attention to the Bassendean town centre — open up vistas and celebrate landmarks

Towers are traditional elements of towns seen in churches and civic buildings.

A tower can be seen from a distance signifying the importance of the central place to passers by. It can also be functional perhaps providing the vertical circulation for the civic building and also offering a place for community advertising and interactive art.

4.6 Totems to signify a special place

Give Guildford Road motorists the feeling of driving through a special place —give Bassendean an address

Totems and repetitive sculptures can lead the eye along vistas and draw attention to the place that is being passed through.

The use of totems at the intersections of the town's street grid and Guildford Road will emphasise that Guildford Road passes through not past the town and that the town is a place to visit and not just by pass.



4.7 Provide diversity of uses at street level

Provide opportunity for people to work in the Bassendean town centre — flexible mixed use and commercial space

For a town centre to be lively and safe ground level uses need to be active during the day and evening.

Street life, people, light, landscape and streetscape all contribute to the ambience of a place and make it attractive to live in. The activity at the edges of buildings and the ground level uses are essential ingredients.

4.8 Provide diversity of residential opportunities

Facilitate a dramatic increase in people living in the Bassendean town centre — 24 hour life — a wide range of dwelling types

Bassendean has traditionally offered only low density single housing on large lots. To ensure a diverse and interesting local community population that is large enough to sustain local retail and commercial activity an increase in the diversity of housing beyond just smaller lot sizes and town houses will be needed.

Good rental accommodation and apartments with access to transport and services will appeal to the growing number of smaller households both older and younger.



4.9 Mix old and new architecture

Respect the history of Bassendean while giving it a new contemporary heart beat

Bassendean is a place with history and the heritage buildings in the town are important. Good quality contemporary architecture can be sympathetic to this heritage without copying or mimicking it. The counterpoint between old and new design can be very exciting while respectful of the past

4.10 Integrate parking and landscape

Create a stronger 'heart' for Bassendean

Bassendean is a walkable town centre and the streets and open places need to be pedestrian friendly. Large parking areas devoid of landscape and footpaths are inappropriate. Parking can be set in landscape with trees providing shade and a pleasant ambience to the town.



5.0 Strategy Plan

The Bassendean Town Centre Strategy has been developed with the following objectives:

- Reinforce the current strong sense of place in Bassendean
- Ensure the plan includes sustainable mixed uses along Old Perth Road as a vibrant main street
- Maximise opportunities around the 2 railway stations
- Consolidate and build upon work already achieved by the Town of Bassendean
- Ensure development proposals are economically viable and practical
- Reflect the views of the Bassendean community and stakeholders
- Ensure Bassendean Town Centre can develop over time into...

'...a place where people want to be'

Key Principles:

1. Draw attention to the Bassendean Town Centre - open up vistas.
2. Give Guildford Road motorists the feeling of driving through a special place - give Bassendean an address.
3. Create a new Town Square for Bassendean.
4. Facilitate a dramatic increase in people able to live in the town centre - 24 hour life - wide range of dwelling types.
5. Provide opportunities for people to work in the town - flexible commercial space.
6. Create a number of 'activity nodes' along Old Perth Road with station precinct and oval redevelopment as end points.
7. Retain and enhance existing landscape.
8. Embrace the Town Park as part of the Bassendean Town Centre.

Creating a stronger heart for Bassendean



- | | | | | | |
|---|---|--|---|---|---|
| <p>1 Significant building such as adult education or commercial integrated with Bassendean train station.</p> <p>2 Improved retail frontage to Guildford Road corner as a 'hot spot' and introduction to the town</p> <p>3 Opportunity to increase intensity of use of buildings</p> | <p>4 Town Square extends across Old Perth Road as a people place (cars can drive through)</p> <p>5 Upgrade war memorial</p> <p>6 Landmark community building multipurpose hall (senior citizens) council chambers and administration including landmark tower and a hot spot for food and coffee</p> | <p>7 Improve links with narrow access roads</p> <p>8 Improved frontage to retail</p> <p>9 New 3-4 storey building for football club and function centre</p> <p>10 Bassendean Oval re-orientated and opened up to become a combined 'people's park' and football oval</p> | <p>11 Housing fronting oval</p> <p>12 Landscaped mound</p> <p>13 Significant residential building</p> <p>14 Heritage grandstands</p> <p>15 Teenage activity area</p> <p>16 Upgrade Success Hill train station</p> | <p>17 Improve a link to Success Hill train station and residential</p> <p>18 Pedestrian access under Lord Street</p> <p>19 Rationalise community sporting facilities</p> <p>20 Totems and streetscape improvements to Guildford Road</p> <p>21 Town Park - retain significant trees. Improve safety and integration with town centre. Develop a small seasonal wetland</p> | <p>22 Residential opportunity</p> <p>23 Improve and open up underpass and pedestrian access into town park</p> <p>24 Construct footpath between station and underpass</p> <p>25 Embayment parking</p> <p>26 Improve streetscape character and pedestrian amenity on Guildford Road</p> |
|---|---|--|---|---|---|



Provide cafes and offices at street level below apartments



Create possibilities for intense people spaces



Create a vibrant smaller retail hot spot:



Provide a diversity of residential opportunities



Integrating parking and landscape



Focus on parks and gardens



Mixing old and new architecture



Use interactive water features in the town square



Use totems to signify a special place

Place making objectives

- Build and support the local Bassendean economy
- Nurture and define community identity of Bassendean
- Foster frequent and meaningful contact in the Bassendean community
- Create accessibility for everyone
- Provide a comfortable and safe town centre environment
- Attract a diverse population to Bassendean
- Respect the history and heritage of Bassendean

Key Outcomes

- Rationalisation of BIC sporting and recreation facilities
- A Town Square on Old Perth Rd
- A new civic building combining administration with community facilities and council chambers.
- A Town Park integrated with the town
- Town centre living creating a safer, more active place
- Bassendean Oval becomes a multi purpose 'people's park' for the community while remaining the same ground of WAFL SDFC.
- New substantial commercial opportunities
- Creation of a vibrant 'hot spot' at the west end of Old Perth Road
- Opportunity to partner with the State Government in redevelopment of key sites in support of TOD strategies.
- 340 - 400 new dwelling opportunities recommended adoption of inner city residential planning codes
- 400 - 500 car bays – potential for reciprocal parking and relaxed parking provisions due to public transport and town centre amenity.



6.0 *Planning and design guidelines*

6.1 Scope and intent

The Bassendean Town Centre guidelines encourage:

- Development consistent with the place making objectives of the Strategy Plan
- Innovative and sustainable design; and
- Development that respects and contributes to the character, scale and amenity of the Bassendean Town Centre.

The intent is to develop a built environment in Bassendean that is valued as 'cultural capital' for future generations. Sustainable development that improves the amenity of the public realm is encouraged.

The planning and design guidelines are performance based rather than prescriptive controls to encourage flexibility and design innovation.

Principles of sustainability should be incorporated into all aspects of development in the Bassendean Town Centre. A variety of activities and uses is encouraged and innovative solutions in building, landscape and urban design will be promoted.

New development should be of a high quality, respond to the climate and be appropriate in the context of a thriving town centre. Landscape and urban design should reflect and incorporate a sustainable approach and contribute to the overall amenity of the area.

Residential development should respond to changing demographics and support the social and cultural diversity of the community. A broad range of housing options including a minimum of 15% affordable housing should be provided. Dwellings designs should provide for families, singles, couples, seniors and youth.

Well designed public spaces and integrated cycle and pedestrian networks should be provided to enable ease of movement and encourage physical activity.

Amalgamation of sites is encouraged in the town centre to enable good quality integrated development to occur at a feasible scale. This will enable good design solutions to aspects of development such as building scale and parking provision. Small scale modifications to existing development particularly along Old Perth Road are not encouraged except to bring development up to an acceptable standard in the short term.

Planning and design guidelines are grouped in 3 sections:

- *Site planning and urban design;*
- *Building form and detail; and*
- *Environment and services.*

6.2 Design and approval process

These guidelines are performance based and do not attempt to control design detail. Innovative, sustainable and well considered design outcomes that respond to the context, neighbouring development and the public realm are expected. A high level of development quality will ensure a stronger, long lasting heart for Bassendean.

Close liaison with the council and its representatives is recommended from the outset of a development project, prior to commencing design. This will ensure that the objectives of both the council and the developer are understood and that the best development and design outcomes can be achieved in a collaborative manner.

The council may engage expert advice to assist in development assessment which may include design professionals (staff or consultant) such as architects, landscape architects, engineers and planners.

A design review committee made up of such professionals may be called upon from time to time to assess development.

These guidelines should be read in conjunction with the current Local Planning Scheme and current council policies.

6.3 Variation Discretion

Council has discretion to vary any part of these guidelines.

The overall objectives of the Bassendean Town Centre Strategy Plan and the quality of building and place design will be considered when granting any variation.

6.4 Development Approval requirements

In addition to normal documentation required for Development Approval the following shall be submitted to the council;

- Design report covering response to the guidelines
- Energy efficiency report
- Climate response report
- Shadow and 3D bulk and scale analysis
- Landscape and hardscape strategy, plan and concept report
- Streetscape views showing building scale and character in its setting
- Movement plan and report indicating provision for vehicles, pedestrians and cyclists and including rubbish removal and storage and servicing issues
- Signage strategy including sign locations, specifications and graphics
- Concept ,costing ,location and detail of any artworks proposed
- Report on construction timing /staging issues including impact on adjacent public realm, temporary services, access for delivery trucks, cranes etc, fencing and other construction phase issues.

7.0 *Site planning and urban design*

- 7.1 Urban setting and context
- 7.2 Landmark buildings in Bassendean
- 7.3 View corridors and vistas
- 7.4 Development type and intensity in Bassendean
- 7.5 Building envelope
- 7.6 Building orientation and address
- 7.7 Topography and floor levels
- 7.8 Pedestrian and cycle amenity
- 7.9 Vehicle movement and parking
- 7.10 Landscape and hardscape

7.1 Urban setting and context

Position

The Bassendean town centre will become an active and vibrant place for the local community and visitors. Old Perth Road is the historic main street and town focus. It is about 800 metres long and will therefore change in character along the way.

Old Perth Road is understood as 3 sub- precincts:

- The west end, between Guildford Road and Wilson Street
- The central area between Wilson Street and Whitfield Street
- The east end between Whitfield Street and West Road

The area beyond West Road is considered part of the Bassendean Blue Steel Oval and subject to a future detailed area plan.

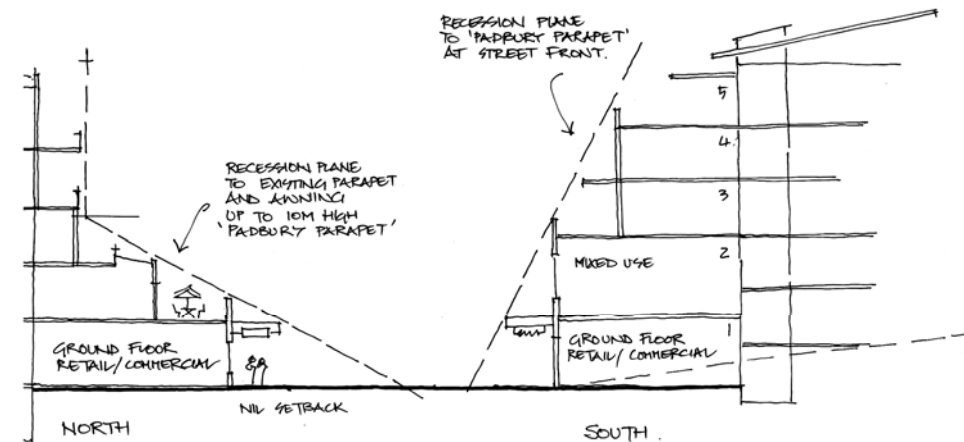
Guidelines

- Buildings should contribute positively to the desired character of the precinct and to the streets and public spaces around them.
- Refer to the following pages for guidelines for the 3 sub precincts

Variation

The council has discretion to vary this guideline where a building will not detract from the ambience of the town, is of exceptionally high quality design and will contribute to the unique urban setting of Bassendean Town Centre.

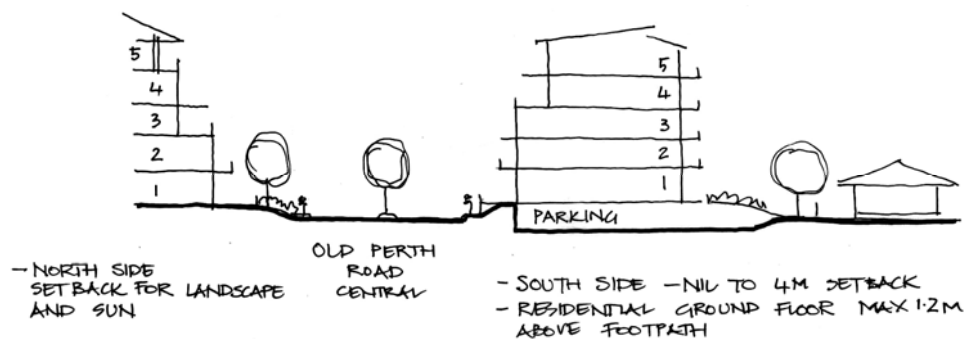
WEST END - OLD PERTH ROAD



- In the west end, a clear response to existing building character and respect for Bassendean town centre streetscape and history is expected. This should be expressed in scale and form while offering contemporary urban design character appropriate for a revitalised town centre in the twenty first century.

CENTRAL - OLD PERTH ROAD

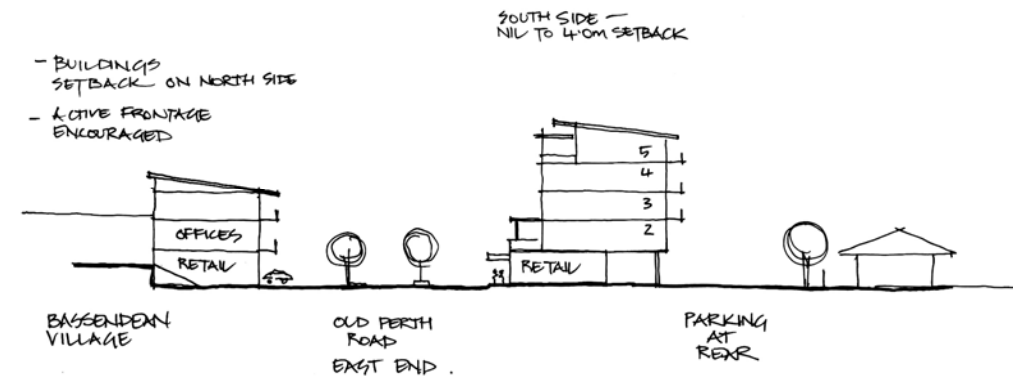
- In the central area, a softer response is expected with a more residential and landscape character. The new civic spaces will contribute to the enhanced character of this area. All buildings edging and overlooking these civic spaces will be important to the townscape and have a consistency of detail and design. A small retail node will develop at the bend on Old Perth Road (south side) and the intersection of Hamilton Street.



EAST END - OLD PERTH ROAD



- In the east end, building character should reflect contemporary retail and commercial design and recognise Bassendean Village as the retail focus. Bassendean Village should be given improved presence and activation with a pedestrian focus on Old Perth Road.



7.2 Landmark buildings in Bassendean

Position

Bassendean Train Station, the Padbury Building, Bassendean Hotel, St Marks Church, the Library, the future civic building and the proposed residential/mixed use buildings on the corners of Guildford Road and Wilson Street are and will be the landmark buildings in the Bassendean town centre.

New buildings and spaces should respect the scale, character and position of these landmark buildings. This does not necessarily mean that building height is limited to below the height of these buildings.

Guidelines

- New buildings on the south side of Old Perth Road in the west end should not extend above the parapet height of the Padbury buildings at the street front.
- Buildings on the north side of Old Perth Road should not extend above the existing parapet (Refer Building Envelope)
- New buildings fronting the central area of Old Perth Road should consider views to the church and proposed civic buildings.

Variation

The council has discretion to vary this guideline where a building is of exceptionally high quality design and will become a fitting landmark itself without detracting from the existing landmarks in the town.



Bassendean Train Station



St Marks Church



Padbury Building



Bassendean Library

7.3 View corridors and vistas

Position

Old Perth Road is an excellent urban setting with vistas east toward the hills and north down to the BIC parkland on Guildford Road. These vistas give Bassendean a unique setting.

The town centre strategy identifies some important view corridors and vistas that should be respected and celebrated in future development of the town centre.

Guidelines

- View corridors and vistas identified in the town centre strategy should not be obstructed.
- Buildings and landscape should be positioned to enhance vistas and view corridors.

Variation

This guideline may be varied where council considers that a building contributes to the overall urban quality of the town centre and that new vistas are set up through its location, scale and character.



7.4 Development type and intensity in Bassendean

Position

The town centre strategy encourages an increased intensity of residential and mixed use development in the town centre in close proximity to the amenity of the town and the Bassendean train station.

It is intended to amend LPS 10 in the future, to introduce RIC codes in the Town Centre Zone. This will increase opportunity for comprehensive redevelopment and amalgamation of sites, with the aim to achieve a diversity of residential type and size within the town centre. This increased development potential will be available to high quality development that contributes positively to the townscape in Bassendean and complies with these guidelines.

To ensure that Bassendean continues to have a diverse and cohesive community where people can continue to live through different phases of life it is important that housing in the town is affordable and adaptable.

Guidelines

- Preferred uses in the town centre include:
 - Residential such as townhouses, apartments, mews, row housing, maisonettes as well as opportunities for home office and short stay
 - Retail focussed on west and east ends of Old Perth Road
 - Civic and community
 - Commercial including small-scale office space
 - Higher intensity and mixed uses that contribute to vitality of town centre are encouraged while low intensity uses are discouraged.
- Provision of affordable single or 2 bed apartments is encouraged.
- Short-stay serviced apartments shall conform to R-IC provisions of the Residential Planning Codes.
- Affordable housing is encouraged in the town centre:
 - 15% of dwellings in any development should be affordable.
 - Smaller dwellings with, 1 bed/1bath or 2 bed/2 bath, flexible living space and limited internal fit out and finishes are encouraged to provide affordable housing for younger and older people.
 - Dwellings should not be reliant on air conditioning and should be provided with cross ventilation and solar control for passive climate control.
 - All dwellings should be suitable for disabled occupants and visitors.
- Public transport use is encouraged in the town centre and therefore parking provision should be limited to the LPS 10 requirements. Common parking areas below ground are encouraged. Large garaged frontages are discouraged.

7.5 Building envelope

Position

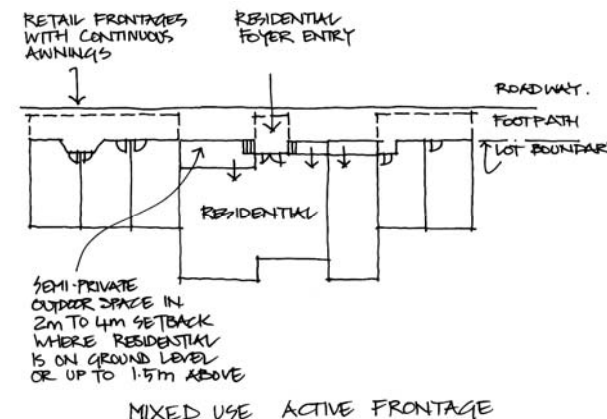
The town centre strategy indicates a general arrangement of buildings for the town centre.

Where possible buildings should be orientated with long axis and occupied spaces approximately north-south to maximise solar access.

Guidelines

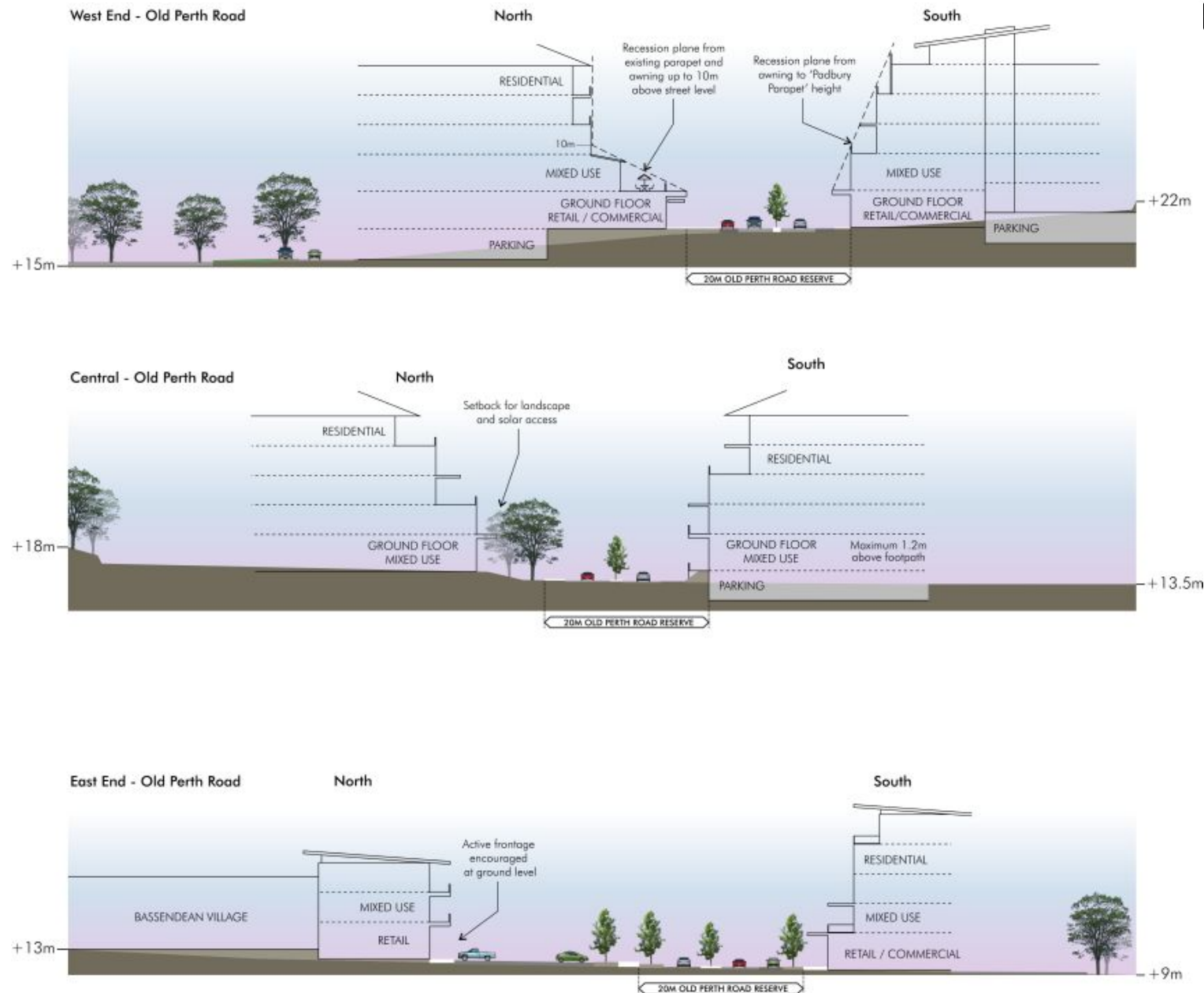
- An agreed envelope of footprint and height will define new development on each lot. There is no plot ratio limit in the town centre.
- A minimum height of 3 storeys or 10 metres is set for buildings generally in the town centre.
- A maximum height of 5 storeys is set for buildings generally on lots fronting Old Perth Road subject to streetscape, shadowing and overlooking issues.
- Buildings on the north boundary of Old Perth Road (west end) shall not be higher than the existing parapet at street front.
- Buildings on the south boundary of Old Perth Road (west end) shall not be higher than the existing Padbury building parapet at street front.
- Development should generally have nil set back to front and side boundaries.
- Residential development at ground level can be setback 2.0 to 4.0 metres to provide a transition between public and private space. Residential entry foyers at ground level can have a nil setback.
- Rear setbacks should be provided suitable to accommodate parking and avoid overshadowing of neighbouring buildings.

- Rear setbacks from residential adjoining should provide for privacy and comply with R code requirements.
- Entrances can be set back up to 4.0metres to create a sense of address; these setbacks should be co-ordinated with neighbouring buildings and detailed as small urban public spaces.



Variation

The building envelope may be varied where council considers that the building does not adversely affect neighbouring buildings and spaces or the general townscape by overshadowing or dominating through scale or character.



7.6 Building orientation and address

Position

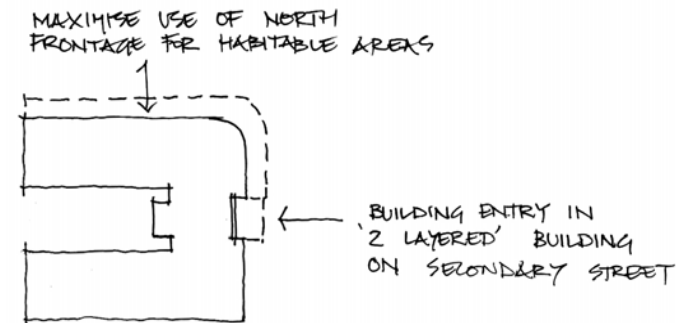
Townscape, address and solar access are all very important in orientating buildings.

Guidelines

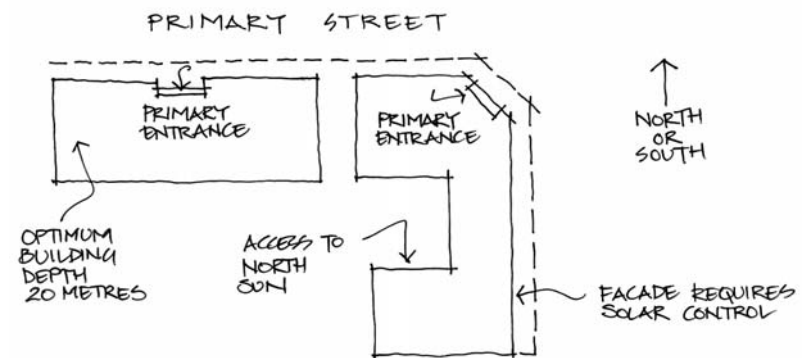
- Buildings should have the long axis east- west (or within 15 degrees of east- west) to maximise northern solar access.
- Buildings should have the primary entrance, address and frontage on or clearly identifiable from the primary street.
- Courtyards can be used to provide solar access in deeper buildings

Variation

This guideline may be varied where council considers that the climatic response of the building is not compromised and that spaces created around the building contribute positively to the urban quality of the town centre.



LOCATION OF BUILDING ENTRY TO SUIT ORIENTATION



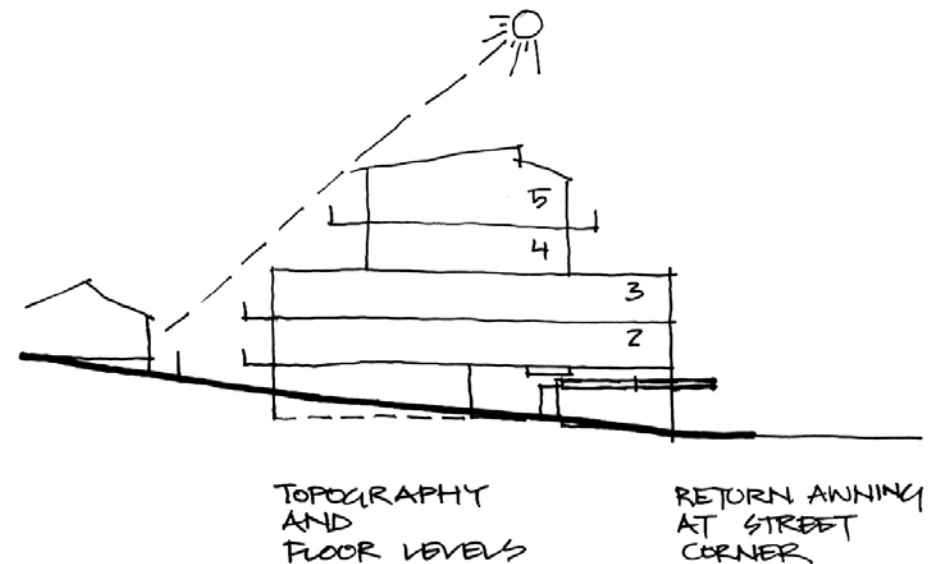
7.7 Topography and floor levels

Position

Old Perth Road slopes considerably downhill from Guildford Road. This adds interest to the built character of the town centre. Building design along Old Perth Road should reflect this change in topography. Some intersecting streets also slope considerably; this slope should be used to advantage in building design.

Guidelines

- Facades should be stepped to express change of level across the building frontage, and should relate well to neighbouring facades.
- All floor levels should be expressed in the façade design through awning or balcony elements or the design of windows within a façade.
- Care should be taken to resolve the detail relationship between adjoining building with different floor and awning levels.
- Ground floor to floor height shall be a minimum of 4.0 metres to provide a consistency with the historic buildings in the town and flexibility of use.
- Upper floor to floor heights should allow for future change of use.



7.8 Pedestrian and cycle amenity

Position

Bassendean Town Centre will be a place where pedestrian access and amenity has priority. Cycling to the town centre will also be encouraged. Buildings will provide pedestrian shelter and amenity on the street front.

Guidelines

- Provide clear, well designed paths around buildings leading to entrances that link into the public footpath network.
- Provide pedestrian shelter at entrances and along active street frontages.
- Provide good end of trip facilities, including lockers and showers for walkers and cyclists in workplaces in the town centre.
- Provide bicycle racks outside all commercial, retail and civic buildings.



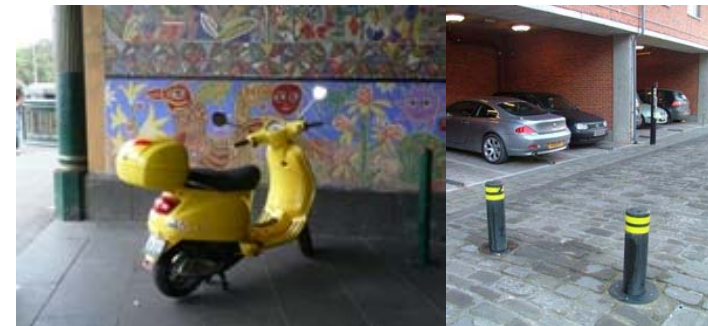
7.9 Vehicle movement and parking

Position

The Bassendean Town Council encourages the reduction of car dependency. Vehicles will move slowly and safely around the town centre. People will be encouraged to walk to the town centre or to park their cars and walk to various destinations.

Guidelines

- Car parking is to be provided consistent with LPS 10.
 - Parking should be located to rear of or below buildings. Cars and parking areas should not visually dominate development.
 - Where car parking requirements limit optimum site development council may consider cash- in- lieu payment.
 - Parking for motor cycles and scooters should be provided to encourage use.
 - At- grade parking areas including the Bassendean Village car park should be well landscaped with shade trees (1 for every 4 car bays) and have clearly defined, direct and well lit pedestrian links.
 - For residential dwellings of 1 to 2 bedrooms the parking ratio shall be reduced to 1 bay per dwelling.
 - Shared surfaces are encouraged using trafficable unit paving and materials consistent with neighbouring developments and public areas.
 - Parking should be accessed from secondary streets and not from Old Perth Road.
- Crossovers should be limited to one crossover (3 – 6m wide) per development site. Crossovers should match footpath colour.
 - Service and delivery should be provided discretely and in minimal space.
 - Consideration should be given to location, access to and storage of recycling and other rubbish bins including communal bin facilities.
 - Emergency vehicle access, particularly for fire fighting vehicles, must be provided to satisfaction of Council and FESA.



7.10 Landscape and hardscape

Position

The outdoor spaces between buildings are as important as the buildings themselves in their contribution to townscape. All spaces around buildings are to be designed to offer attractive amenity for users and passers-by.

Landscape in the Bassendean Town Centre should:

- Complement street function and be appropriately scaled relative to street width and building form and scale
- Enhance pedestrian comfort and safety and reinforce desired traffic behaviour
- Reflect and consider development image and role, solar access, soils, selection of appropriate species and services
- Assist in micro climate management and
- Include 'water wise' strategies to reduce long-term water consumption.

Guidelines

- Refer to Bassendean Streetscape Policies
- A town centre public realm contribution of 2% of development cost will be payable to Council as a condition of development approval. This contribution will be used to enhance the public realm in the vicinity of the development site and will include public art, street furniture, planting, paving and amenities such as bicycle racks, bins, shade structures, signage. Etc. Timing of these enhancements will be agreed between Council and the developer to be completed shortly after construction and to suit council works programmes.
- Landscape provision will be assessed on quality rather than quantity. No specific percentage provision is required in the town centre but all outdoor areas are expected to be landscaped and maintained to a high quality appropriate to an urban setting.
- Existing healthy, mature trees of appropriate species should be retained and incorporated into new development. Where trees are removed they shall be indicated as removed on plans and their removal justified
- Generally use water- wise and indigenous plant species
- Improve microclimate of courtyards and other urban spaces with use of some deciduous shade trees and water elements. The use of deciduous trees will be limited to courtyards and other urban spaces where seasonal climate response is considered important.

- Paving materials and details shall match proposed public realm finishes or be of a quality associated with high traffic town centre and civic precincts and approved by council.
- Seating, lighting and other street furniture should match that proposed in public areas or be of high quality design durable materials and approved by Council.
- Trees planted in car parks shall be planted as mature specimens no less than 3.0 m high and protected with tree grates and bollards. Tree canopies shall be managed to allow clear visibility to building facades and signage.
- All private and public open spaces should be designed and maintained to minimise fertilising, excess watering and nutrient run-off.



8.0 *Building form and detail*

- 8.1 Adaptable buildings
- 8.2 Building character
- 8.3 Facades
- 8.4 Roofs
- 8.5 Old Perth Road frontage
- 8.6 Building entry
- 8.7 Awnings, canopies and balconies
- 8.8 Roofs
- 8.9 Materials and colour
- 8.10 Signage and art
- 8.11 Plant and equipment

8.1 Adaptable buildings

Position

The revitalisation of Bassendean Town Centre will happen over a number of years. New buildings in the town centre should be designed to accommodate a changing range of diverse and more intense uses in the future.

Guidelines

Buildings designed for adaptive re-use should include:

- Load bearing columns/walls in regular grid allowing addition or removal of dividing walls to reconfigure internal space.
- Lightweight façade systems that can be updated in future.
- Service cores and stairs at sides or rear of buildings and generous vertical circulation space for people and piping.
- Maximum number of openings in primary street facade to allow for additional entrances and/or different uses within building in future.
- Maximum natural light by limiting building depth to 20- 25m, use of light wells or internal courtyards.
- Limited internal fit-out and refit wastage
- Generous ground floor to floor heights to match existing or a minimum of 4.0metres
- Upper floor to floor heights of 3.5metres to 4.0metres

Variation

Where council considers that the life of a building is short so as not to warrant this approach.

8.2 Building character

Position

All buildings within the town centre should be designed as good urban fabric buildings that respect the history and streetscape of Bassendean while providing a contemporary response to function, technology and materials. Buildings in landmark locations should stand apart from the urban fabric buildings.

Guidelines

- Buildings should reflect contemporary lifestyle, function and materials and not mimic historic styles and building methods.
- Buildings should respond to the character of significant buildings in the town.
- Buildings should have a proportion and scale appropriate to their location within a high quality urban town setting and respecting neighbouring buildings.

8.3 Facades

Position

The design of building facades should contribute to the harmony, liveliness and safety of streetscapes.

Guidelines

- Refer to Streetscape policies on non residential property facades and security grilles and to 8.5 :Old Perth Road frontage
- Building facades should respond to neighbouring facades through use of consistent horizontal lines, good proportion and other design aspects.
- A consistent, well detailed design approach to all facades of a building is expected. Care should be taken in design of all facades that can be viewed from anywhere in the public realm, this includes window placement, proportion and relief in the wall plane.
- No façade shall appear as a “back “and blank walls should be avoided. Exposed plumbing or other services are not acceptable on any facades.
- Ground floor façades should be distinctive from upper levels, changes in wall plane, texture, material and colour can be used.
- Circulation spaces such as stairs and foyers should be positioned and glazed to add activity that is visible from the street.
- Glazing of facades is encouraged to provide visibility between inside and outside the building. Windows at ground level on active frontages shall be minimum 2.4m high. External sun shading is encouraged appropriate to orientation.
- The top of buildings should finish with a roof or expressed detail.

8.4 Roofs

Position

Roofs are important elements of buildings and townscapes and roof form should be considered as part of the overall building design.

Guidelines

- Simple roof forms complementing the linearity of buildings are desirable.
- Verge and eaves overhangs sufficient to create strong shadow lines are encouraged on expressed roofs.
- Low pitch roofs (<10 degrees) should be concealed by parapet walls.
- Pitched roofs should respect and be consistent in pitch with roofs in close proximity.

8.5 Old Perth Road frontage

Position

Old Perth Road is the central streetscape in the Bassendean town centre and care should be taken to enhance and enliven it. The pedestrian experience along Old Perth Road should be stimulating and vibrant.

Old Perth Road should have continuous active frontages of varying types along its length.

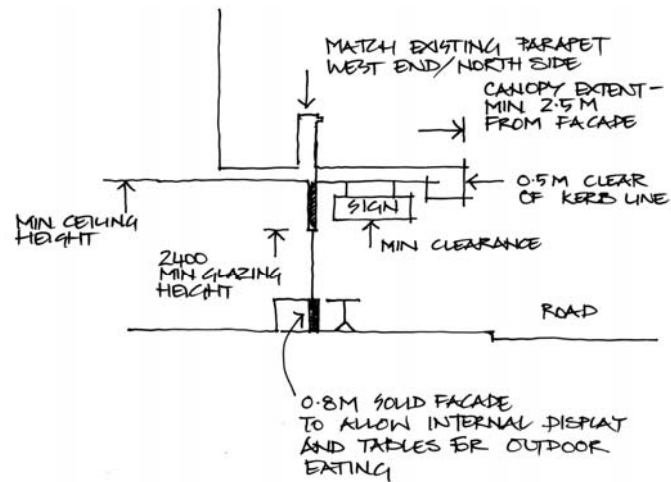
Guidelines

- Active frontage can include small landscaped spaces that are publicly accessible and contribute to the streetscape and building address
- Non- residential and mixed-use buildings shall have nil setbacks to Old Perth Road frontage.
- Mixed-use buildings should have predominantly non-residential ground floor frontages to Old Perth Road, with the exception of common foyers or home based studios/ offices.
- Residential active frontages should offer a transition such as a terrace or veranda between the public and private space where the resident can spend time and express identity through landscape and detail.
- Verandas or terraces can be raised above adjacent footpath level to a maximum of 1.2 metres.
- Glazed shopfronts are required in retail and commercial buildings. Old Perth Road facades should have a minimum of 80% clear glazed area at ground level.

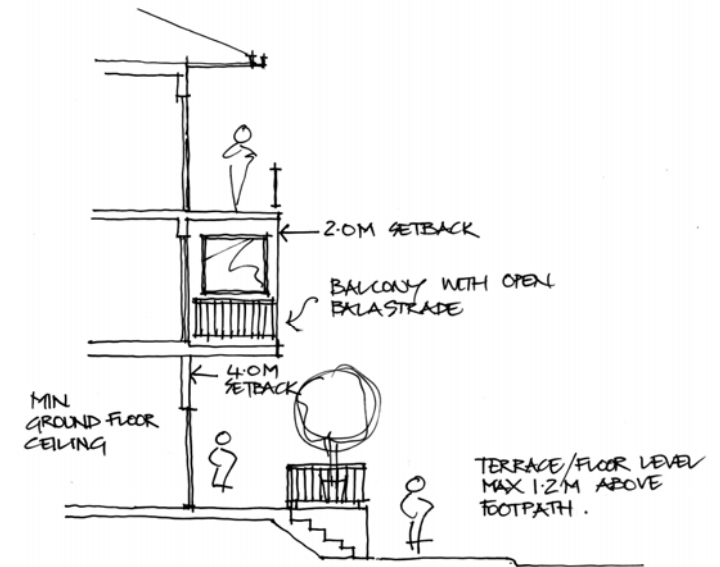
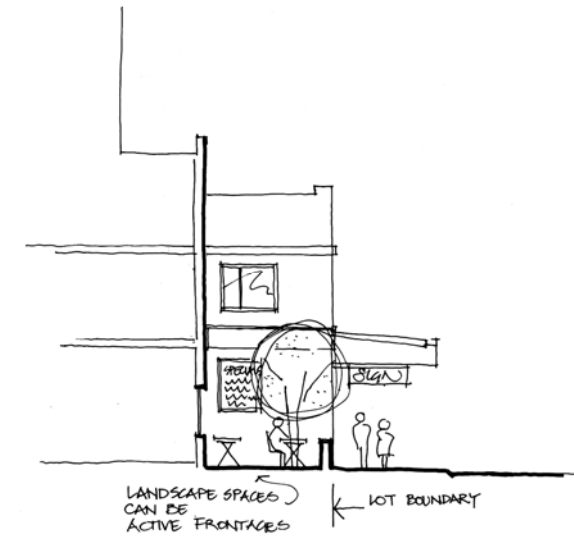
- Solid frontage is accepted below 0.8 metres above footpath level to allow raised display windows and outside tables up against shopfronts.
- Blank walls longer than 2.0 metres at street level are not permitted.
- Upper levels of buildings fronting Old Perth Road should include functional size balconies.
- Where cafes, restaurants and coffee shops front Old Perth Road the provision of an outdoor eating area is encouraged.
- All frontages on Old Perth Road should be well illuminated.

Refer to

Non- residential Property Facades Policy, Trading in Public Places Policy and Outdoor Eating Policy



ACTIVE FRONTAGE - RETAIL



RESIDENTIAL ACTIVE FRONTAGE

8.6 Building entry

Position

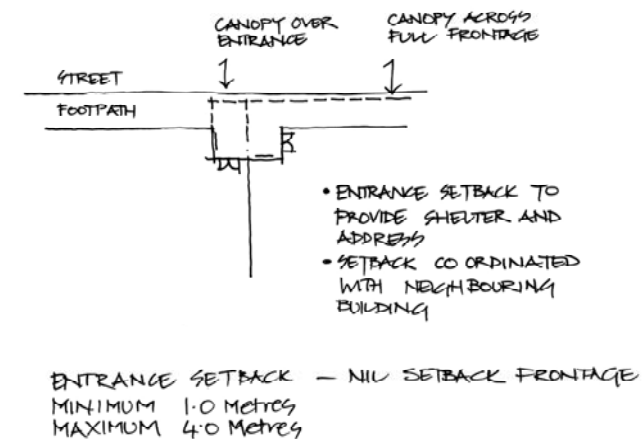
A good building entry expresses the function of the building and its character. It welcomes people in and provides information and shelter.

Guidelines

- The primary building entrance should be clearly identifiable and visible from the primary street.
- Other entrances should be scaled and designed according to their function and frequency of use.
- Entrances can be set back from the street with external treatments being consistent with the adjacent streetscape.
- Pedestrian shelter, signage and lighting should be provided at primary entrances.

Variation

Where council considers that the primary entrance is better located off the primary street, the design of the building and its surrounds should clearly lead the visitor to the entry.



8.7 Awnings, canopies & balconies

Position

Awnings and canopies provide pedestrian shelter and add interest and colour to facades along active street frontages. Other elements such as balconies and terraces provide spaces for people to be part of the street environment and contribute to passive surveillance as 'eyes on the street'.

Guidelines

- All active commercial and retail frontages in the west and east ends along Old Perth Road should have continuous pedestrian shelter over the footpath.
- Residential and mixed use buildings shall have pedestrian shelter such as awnings or canopies over entrances.
- Balconies and terraces are encouraged on street facades in residential and mixed use buildings.
- Balconies should have predominantly open balustrades, while considering the need for screening of washing and air conditioner units and solar screens.
- Awnings, canopies and balconies should :
 - Have minimum clearance to footpath of 2.7 metres
 - Have minimum extension out from building of 2.5 metres
 - Relate in height/ design to adjoining canopies/ awnings
 - Consider signage locations and dimensions
- Provision and maintenance of canopies and awnings over the footpath is the responsibility of the building owner.

8.8 Materials and colour

Position

A vibrant town centre is usually a wonderful mix of colours and materials. It is not the intention to limit the design palette of new buildings in Bassendean.

The Bassendean Town Centre should read as a harmonious grouping of buildings each with a different role and potentially a different character.

Guidelines

- Respond to neighbouring buildings with complimentary colours and materials.
- A limited palette of external colours and building materials should be used to ensure building harmony. Generally, use neutral, subtle colours for long lasting surface finishes and use bright colours only as accent and for surfaces that will be repainted or finished regularly.
- High quality durable materials that have acceptable levels of weathering and wear are preferred to materials that require constant maintenance..
- Use of tilt- up concrete is discouraged unless carefully detailed, finished and given relief in the wall plane.
- Use of highly reflective glazing is not permitted. Samples of reflective/ tinted coatings shall accompany any development application and will be to satisfaction of the Town of Bassendean.
- Strong and bright colours may be approved subject to durability, where council considers that proposed use of colour will contribute to the character of the town centre in a positive way.

8.9 Signage and public art

Position

Good signage and public art will contribute positively to the character and ambience of the town centre and reflect the image and memories of Bassendean. Both signage and art add vibrancy and interest to a place.

Guidelines

- Refer to Public Art Policy and Master Plan and Commercial Advertising Signage Policy
- A Public Realm contribution of 2% of building construction cost will be required for development in Bassendean Town Centre. This includes provision for public art.
- 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.
- Illuminated signage (not pulsating or flashing) is preferred to externally lit signs. Signs should be lit at night.
- Signage erected above rooflines will not be permitted.
- Signage shall not obscure display windows by more than 5% area.
- Refer to 7.10 Landscape and hardscape.

- Permanent external art work should be durable and complement the themes established in the town.
- Public art should be appropriate for urban public space and should not compromise public safety.
- Opportunities for public art include: murals, tiles, mosaics or bas-relief to walkways and walls; unique, artistically devised elements which also have a functional role eg. bollards, gates, light poles, bench seating, drinking fountains.

Variation

Where art is incorporated into the building design, can be enjoyed from the public realm at all times and is of an extent and quality that satisfies the councils objectives for public art, the cost of that art can be off- set from the required public realm contribution (refer 7.10 Landscape and hardscape.) A costed concept design by the artist is required to accompany the development application.



8.10 Plant and equipment

Position

Modern buildings require plant and equipment to function. This is usually unsightly and often noisy. The impact of plant and equipment should be minimised through design and location.

Guidelines

- All plant and equipment must be concealed from public view using screening or other means that is an integral part of the building design. Surface mounted services piping and conduits will not be permitted.
- Roof mounted equipment, aerials, antennas, masts etc must be screened from all views including from above where applicable. Detail of screening shall be included in DA plans, elevations and 3D images
- Ground level or balcony mounted equipment/air conditioning plant must be well screened using materials to suit the building.
- All plant and equipment must have noise attenuation to council satisfaction.
- Telecommunications dishes are not permitted on roofs.
- Lift over runs shall be contained within the roof space or appropriately designed as an element of the building active frontages.

9.0 *Environment and services*

- 9.1 Climate and energy response
- 9.2 Services and infrastructure
- 9.3 Servicing and maintenance
- 9.4 Traffic noise attenuation
- 9.5 Safety and security
- 9.6 External lighting

9.1 Climate and energy response

Position

The Town of Bassendean has a commitment to sustainable development. It is important that new buildings are designed to be climate responsive and limit the use of energy and resources.

Guidelines

- A solar access and shadow analysis is required as part of the DA.
- Buildings should be designed to minimise energy consumed for heating, cooling and artificial light including:
 - Window design for good thermal and daylight performance
 - Building materials and insulation to contribute to comfortable thermal conditions
 - Air movement within buildings to provide comfortable thermal conditions and appropriate air quality
 - Building materials, appliances and fuel sources selected to minimise energy requirements and greenhouse gas emissions
- Building services should be designed and maintained to minimise energy and resource use including:
 - Optimum natural light
 - Optimum natural ventilation
 - Energy efficient motors and equipment ,lighting control systems, fittings and appliances
 - Energy efficient air conditioning and mechanical ventilation systems and controls
- Minimum water use and waste
- Energy efficient hot water systems
- Water efficient taps and fittings
- Minimal energy use over the whole life of the building
- Maximum use of renewable energy and use of fuels with low greenhouse gas emissions
- Current '5 star' requirements of the green star rating system can be used to demonstrate a response to this commitment. A report accompanying the DA should describe the climate response and energy requirements of the building.



9.2 Services and infrastructure

Position

A high quality, well detailed and well maintained public realm will contribute to the value of residential and commercial property in Bassendean Town Centre and provide a high level of amenity for residents and visitors.

Guidelines

- The Town of Bassendean requires infrastructure contributions to be made based on the value of development.
- All stormwater shall be contained on site or connected to drainage points where supplied.

9.3 Servicing and maintenance

Position

The town centre should be pedestrian friendly, visually attractive and safe. Service areas and delivery and maintenance vehicles should not detract from this amenity.

Guidelines

- Service yards must not be located along active frontages and shall be designed as integral parts of the building.
- All waste storage and delivered goods should be contained within buildings. Rubbish storage and collection facilities shall comply with the current general requirements of the Town of Bassendean and will be efficient, convenient and allow for collection of recyclable material.
- Doors providing access to internal waste/storage or loading dock areas should be the minimum width and height possible to serve the required loading/unloading function and be constructed of aesthetically pleasing materials.

9.4 Noise attenuation

Position

Traffic noise from Guildford Road and the rail line can impact on the amenity of the town centre. Buildings should be designed to ameliorate this.

Guidelines

- Incorporate suitable noise attenuation measures in buildings affected by train or traffic noise in windows, ceilings and insulation airport noise controls.
- All accommodation buildings are to be detailed and/or designed so that internal noise levels in bedroom areas will be in the range of 30 to 35dB.
- All plant and equipment is to have noise attenuation.

9.5 Safety and security

Position

Bassendean town centre should be a safe place at all times. Building and urban design can impact on safety through ensuring all areas are overlooked, open and well maintained.

Crime prevention through environmental design (CPTED) principles will be used to assess all new development.

Guidelines

- A diverse and complementary mix of uses will encourage public presence and activity at different times of the day and night.
- Buildings should overlook public spaces and building entries should be clearly visible from public spaces.
- Buildings should not have recesses or other unsecured areas not in full public view.
- Solid fencing/screening above 0.8m high is discouraged on street frontages.
- A clear view from 0.8m- 2.0m above ground should be maintained in landscape, walling and screening unless screening is fully secure. Landscaping, walls and fencing shall be designed to maintain clear visibility to and from doors, windows, and pedestrian paths.
- Appropriate lighting shall be provided for safety and security (Refer 12.6)
- Robust materials which are aesthetically pleasing should be used in public places. Materials vulnerable to graffiti and vandalism shall be avoided. Use of security film to windows and anti graffiti treatment to other surfaces accessible at ground level is encouraged.

9.6 External lighting

Position

Bassendean Town Centre should be a safe and interesting place in the evening. Lighting of buildings, shopfronts and external spaces and landscape is important. Buildings should be well lit at night to contribute to safety and interest in the town centre. This can be achieved by up-lighting facades, illuminated signage, display lighting in shopfronts, and good landscape lighting.

Guidelines

- Appropriate lighting for pedestrian safety shall be provided to all pedestrian paths and parking areas.
- Building entrances should be lit for safety and identity.
- All external lighting shall be robust, vandal resistant and themed to complement development character.
- Display lighting to commercial and retail premises along Old Perth Road shall be time-switched to remain on every evening until at least 15 minutes after the last train has left Bassendean Station.
- Consideration should be given to pedestrians, cyclists and drivers with regard to glare from lighting sources.

