



Engagement and Consultation Summary

Bassendean Precinct Structure Plan

09 July 2026

→ The Power of Commitment



Project name		Town of Bassendean Town Centre Precinct Plan					
Document title		Engagement and Consultation Summary Bassendean Precinct Structure Plan					
Project number		12637475					
File name		12637475-REP-B-Stakeholder Summary-Bassendean Precinct Structure Plan.docx					
Status Code	Revision	Author	Reviewer		Approved for issue		
			Name	Signature	Name	Signature	Date
S4	A	C Dobson	A Augustson		A Augustson		18.07.25
S4	B	C Dobson	A Augustson		A Augustson		15.06.26
S4	C	C Dobson	A Augustson		A Augustson		9.07.26

GHD Pty Ltd | ABN 39 008 488 373

Contact: Aaron Augustson, Technical Director - Planning | GHD

999 Hay Street, Level 10

Perth, Western Australia 6000, Australia

T +61 8 6222 8222 | **F** +61 8 6222 8555 | **E** permail@ghd.com | **ghd.com**

© GHD 2026

This document is and shall remain the property of GHD. The document may only be used for the purpose for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

Executive summary

The Town of Bassendean (Town) has prepared the Bassendean Precinct Structure Plan for the land comprising the Bassendean Town Centre and Success Hill Frame.

Stakeholder engagement and consultation has been undertaken to inform the preparation and endorsement of the Precinct Structure Plan. The Precinct Structure Plan is guided by balancing outcomes of policy, best practice planning and the aspirations and priorities of the Town's community. The Precinct Structure Plan is also intended to reflect the vision, planning principles, objectives and community priorities expressed in the Town's Local Planning Strategy (the Strategy) and Town Centre Masterplan.

The engagement and consultation of the Precinct Structure Plan occurred in two distinct phases:

- **Preliminary engagement:** Inclusive of engagement prior to inception of the Precinct Structure Plan project, together with a program of preliminary, targeted engagement with diverse stakeholders aimed at defining the key priorities and actions that informed the preparation of the Precinct Structure Plan.
- **Stakeholder consultation:** Where all stakeholders were invited to have their say on the draft Precinct Structure Plan as required by the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Preliminary engagement

Preliminary engagement to prepare the draft Precinct Structure Plan occurred through several activities:

- Review of the feedback received through earlier engagement on the Strategy and Masterplan and publication of a background summary document.
- A 'Call-to-Action' campaign inviting comments on what stakeholders see as the existing values (positive, negative and future opportunities) for the Precinct. Additionally, the Call-to-Action campaign called for nominations for stakeholders to participate in a 'Citizen's Panel'.
- Establishment of a Citizen's Panel, consisting of a diverse range of self-nominated community members. The Citizen's Panel served as a platform for community participation, to foster transparency and ensure that the voices of residents were heard and considered throughout the planning and delivery phases of the project.
- In addition to the Citizen's Panel process, a separate community workshop dedicated to the outcomes for the Success Hill Frame. The purpose of the workshop was to consider the Precinct Structure Plan outcomes for the Success Hill Frame, with a focus on built-form outcomes.
- Direct engagement with key stakeholders, including landowners, regulators and the Town's administration and Council.

This report provides a summary of the engagement undertaken and provides an assessment of engagement feedback received. This report describes:

- The methodology to enable meaningful opportunities for stakeholders to understand and provide feedback to help shape the Precinct Structure Plan.
- The extent of stakeholder engagement undertaken, and the feedback received.
- Identified recurrent themes raised in stakeholder feedback and key issues warranting specific consideration by the Town.

Table 1 summarises the priorities and opportunities identified throughout the preliminary engagement phase of the project.

Table 1 *Summary of engagement priorities and opportunities*

Priorities and opportunities	Summary of messages
Enhancing the green network	<ul style="list-style-type: none"> – Desire to see existing mature vegetation retained with new opportunities created for additional canopy tree. – Adding to the existing green network over time to reinforce Bassendean's character as a leafy, naturally landscaped locations that contributes to habitat, nature and sustainability
Respecting landscape and topography	<ul style="list-style-type: none"> – Build upon strong existing landscape elements and ensure key sites improve how buildings and spaces relate to topography, open space and places of activity. – Plan a sustainable precinct through effective management of water, waste and energy.
Incentivising renewal of key sites	<ul style="list-style-type: none"> – Concentrating development in appropriate locations will achieve a balanced development outcome.
Achieving mixed use outcomes	<ul style="list-style-type: none"> – Ensure existing diversity and vibrancy of land use mix continues. – Achieve a vibrant neighbourhood with a mix of business, entertainment, civic and cultural activities supported by diverse housing.
Improved streetscapes, paving, landscaping and shading	<ul style="list-style-type: none"> – Support new developments, use and enjoyment through incremental improvement to the comfort and aesthetics of the public realm.
Keeping a village feel	<ul style="list-style-type: none"> – Ensure new public realm spaces are well connected, scaled and relate to the fine-grain form of development and land use already present in Bassendean. – Spaces provide for a variety of users, at varying times of the day. – Spaces are safe in use and prioritise pedestrian and cycling movement.
A focus of pedestrian and cycle movements	<ul style="list-style-type: none"> – Support long-term mode-shift towards walking and cycling as a means of reducing pressure on the road network and making the Precinct inviting to all.
Providing safe, connected travel for all people	<ul style="list-style-type: none"> – Good design of clear, direct, safe and enjoyable movement routes. – Improving routes for walking and cycling, connections to key community facilities and schools.
Improving access to existing public transport infrastructure	<ul style="list-style-type: none"> – While the Precinct is well served by existing public transport services, access to these services can be challenging. – Improving the limited pedestrian crossings, lack of station facilities, and indirect walking routes to existing public transport infrastructure.
Improving connection across key barriers at Guildford Road and the Perth/Midland railway	<ul style="list-style-type: none"> – A focus on reconnecting people north of Guildford Road with the Town Centre through improved quality of existing connections.
Lively businesses, hotels, cafes and restaurants	<ul style="list-style-type: none"> – Create conditions where businesses can be readily established, thrive and generate interest beyond the local area.
Greater variety of shops, retail and supermarkets	<ul style="list-style-type: none"> – Ensure a diversity of retail spaces is available to support a growing local population. – Support improved quality of retail at the western end of Old Perth Road.
Greater mix of housing type and choice	<ul style="list-style-type: none"> – Provide opportunities for a variety of building forms, with housing types and sizes that reflect Bassendean's diverse community.

In addition to the findings described above, some specific findings relating to priorities and opportunities for the Success Hill Frame have been identified. These findings are in addition to those described in Table 1.

Table 2 *Summary of engagement priorities and opportunities for the Success Hill Frame*

Issue	Summary of comments
Urban structure	<ul style="list-style-type: none"> – Land generally along Nurstead Avenue more consistent in character and more highly valued compared to land on Whitfield Street and Lamb Street. – Recognition of existing density codes and level of heritage protection. Some suggestion codes could be higher. – New development addresses the street well through landscape and physical elements such as verandahs, awnings, windows and gardens. Crossovers are minimised. – Buildings have been developed over an extended period and are therefore mixed in character.
Built-form character	<p>New development that responds to the existing pattern of development. Buildings that are detailed to reflect the existing character of the area, in if these buildings are modern in appearance.</p> <ul style="list-style-type: none"> – A focus on design quality and mix of outcomes that compliment existing character. – New buildings do not dominate the streetscape through excessive with or limited setbacks. – Space between buildings, as well as to the street and rear boundaries is generous. Taller buildings may be preferred if that allows more space between new and existing development. – Roof forms, materials and decorative features reflect the existing character. Overshadowing considerations key to ensuring continued enjoyment of the area. – There are a mix of building forms, some old, some new, that add to the diversity and character of the area. – Natural tones and materials (e.g. brick, wood, metal) should be used in new developments – Seek to avoid infill that reduces green space and backyards – General view that buildings should be attractive and reflect existing character elements. – New buildings should respect neighbouring properties – If building heights are to be increased, the preferred location is surrounding Lamb Street. – Verandas, eaves and gable roofs should be incorporated in new development – Disguise high density living to conform with surrounding single homes, making buildings appear as a house as opposed to a 'block of flats' – Side setbacks important to maintaining space – Parking and crossovers do not dominate the streetscape, no large fences
Landscape character	<ul style="list-style-type: none"> – New development should retain existing mature vegetation – Landscaping to front yards is key to the areas character. – Green space at the rear of property key to retaining existing feel.
History and heritage	<ul style="list-style-type: none"> – The area has a rich history which should be appreciated. – Early 1900's Pioneer builds – Mixed views on the importance of heritage and character retention – Earlsferry Court is one of the oldest roads in Bassendean – New developments should respect heritage of the area – There is a distinction between places coded R100 generally along Nurstead Avenue and the properties coded R160 around Whitfield Street and Lamb Street. Different responses may be appropriate for each area.
Public realm & streetscapes	<ul style="list-style-type: none"> – Tall trees and large front gardens contribute to the streetscape. Landscape values to the front and rear of dwellings help define character – Green streetscape is appreciated and should be maintained – Powerlines should be sunk underground to allow for larger trees – Setbacks and spaces between buildings should be maintained, with trees to break up frontages – Streets are currently quiet and safe – Reduce vehicle speeds and movements – Natural streetscapes provide habitat for wildlife – Maintain sense of community, belonging, interaction with neighbours
Other	<ul style="list-style-type: none"> – Solar panels to be shaded by new high-rise development

Stakeholder consultation

Stakeholders were invited to have their say on the draft Precinct Structure Plan throughout a formal consultation period that ran between 20 March 2026 and 8 May 2026. The purpose of the formal consultation period was to:

- Satisfy the requirements of r. 18 of Schedule 2 (Deemed Provisions), Part 4 of the Regulations.
- Advertise the proposed structure plan to the community and other stakeholders.

Submissions received were via a submission form, made available in various formats. A total of 31 submissions received from both government (6) and non-government (25) stakeholders. This includes written submissions that were received in other formats (letters, emails etc).

Respondents were asked to identify if they had a property affected by the Precinct Structure Plan, how they typically interacted with the precinct area and whether or not they supported, support with concerns, or did not support the Precinct Structure Plan. Of the non-government (25) submissions received:

- 4 (16%) indicated that they supported the Precinct Structure Plan.
- 14 (56%) indicated that they supported the Precinct Structure Plan but had comments or concerns.
- 5 (20%) indicated that they did not support the Precinct Structure Plan.
- 2 (8%) were returned without directly indicating whether or not they supported the Precinct Structure Plan.

The following recurrent themes and key messages were identified through analysis of the submission results:

Table 3 Stakeholder consultation summary of key messages

Theme	Summary of key messages
Support for revitalisation	Submissions expressed support for the draft Precinct Structure Plan as a means to revitalise the Town centre, attract new businesses, and provide for population growth. There is broad interest in revitalising Old Perth Road through improved activation, stronger business diversity and better use of underperforming sites. There is also recognition of the need for higher density in the centre to meet housing targets and support local services, provided that growth is managed sensitively and infrastructure keeps pace.
Building height and density	Submissions show a clear focus on building height and density. Many support growth in principle, while others oppose the proposed scale as too high for the local context, with preferences for lower-scale development (generally 3 - 5 storeys) to maintain consistency with the existing built form and village character. Submissions often linked building height with broader concerns about amenity, overshadowing, parking, and infrastructure capacity.
Traffic, parking and infrastructure capacity	Parking availability and traffic impacts were prominent concerns across submissions. Key messages include the need for clear parking planning, network and intersection management, and ensuring growth does not create unsafe or inefficient conditions in and around the centre. Infrastructure capacity, including drainage and servicing, was also raised.
Heritage and character	Submissions emphasise protecting Bassendean's heritage and character as central to community expectations. Messages seek clear, evidence-based application of heritage / character provisions and built form outcomes that respect the existing identity and streetscape qualities of the Town centre.
Tree canopy and green space	Submissions emphasise the importance of retaining and enhancing tree canopy and green space as development occurs. Tree canopy is consistently identified as a defining feature of Bassendean, contributing to its character, amenity and comfort. Submissions call for stronger measures to retain mature trees, increase planting, and ensure greening is embedded in future development and public realm outcomes.
Housing and community outcomes	Housing outcomes are discussed across both supporting and opposing submissions. While there is recognition of the need to provide additional housing and increase diversity, some submissions raise concerns about the scale and type of development and its potential impacts on liveability and community dynamics.

This report is subject to, and must be read in conjunction with, the limitations set out in the assumptions and qualifications contained throughout this report.

Scope and limitations

This report has been prepared by GHD for Town of Bassendean and may only be used and relied on by Town of Bassendean for the purpose agreed between GHD and Town of Bassendean as set out in this report.

GHD otherwise disclaims responsibility to any person other than Town of Bassendean arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by Town of Bassendean and others who provided information to GHD (including Government authorities)], which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

Accessibility of documents

If this report is required to be accessible in any other format, this can be provided by GHD upon request and at an additional cost if necessary.

Assumptions

This report has been based on the following clarifications and assumptions:

- Development of this report used available desktop information
- This report is informed by the information, protocols, and policies supplied by the Town of Bassendean to GHD in the preparation of this document.

Contents

Executive summary	i
1. Background	1
2. Approach to stakeholder engagement	2
2.1 Engagement approach	2
2.2 Engagement objectives	2
2.3 Engagement principles	3
2.4 Level of engagement and consultation	3
3. Earlier engagement	4
3.1 Local Planning Strategy engagement	4
3.2 Town Centre Masterplan	5
4. Preliminary engagement	6
4.1 Elected member briefings	6
4.2 Stakeholder engagement	6
4.3 Citizen's Panel Workshops	7
4.5 Success Hill Design Workshop	15
6. Engagement findings	17
7. Consultation process and activities	18
7.1 Consultation engagement activities	18
7.2 Consultation findings	20
Data limitations	29

Table index

Table 1	Summary of engagement priorities and opportunities	ii
Table 2	Summary of engagement priorities and opportunities for the Success Hill Frame	iii
Table 3	Stakeholder consultation summary of key messages	iv
Table 4	Engagement principles	3
Table 5	Bassendean Town Masterplan guiding principles	5
Table 6	Elected member briefing sessions	6
Table 7	Summary of key landholder meetings/engagement	6
Table 8	Summary of Citizen's Panel workshops	7
Table 9	Current values of the Town Precinct	8
Table 10	Priorities for land use	8
Table 11	Priorities for the urban and public realm	9
Table 12	Priorities for movement	9
Table 13	Priorities for urban structure and built form	9
Table 14	Summary of engagement	11
Table 15	Summary of engagement	13
Table 16	Success Hill Workshop Summary	15

Table 17	Summary of engagement priorities and opportunities	17
Table 18	Consultation activities	18
Table 19	Summary of other submissions received	20
Table 20	Recurrent themes (Support, or support with comments/concerns submissions)	22
Table 21	Recurrent themes (Opposing submissions)	22
Table 22	Specific matters identified	24
Table 23	Schedule of submissions	41

Figure index

Figure 1	Precinct Structure Plan area	1
Figure 2	Workshop 1	8
Figure 3	Suggested opportunities for nodes a development	10
Figure 4	Workshop 2	11
Figure 5	Workshop 3	13
Figure 6	Community drop-in session 1	19

Appendices

Appendix A	Call-to-Action responses
Appendix B	Citizen's Panel workshop presentation
Appendix C	Success Hill Frame workshop presentation
Appendix D	Schedule of submissions

1. Background

The Bassendean Precinct Structure Plan has been prepared to guide the redevelopment of the Bassendean Precinct. It has been prepared by the Town of Bassendean in accordance with the WAPC's Guidance for Structure Plans issued in August 2023 and having regard to the design guidance outlined in SPP7.2 – Precinct Design and SPP7.0 - Design of the Built Environment.

The purpose of the Precinct Structure Plan is to facilitate and maximise the redevelopment and future growth of the Bassendean Precinct as a key destination where people chose to live, work, and recreate.

The Precinct Structure Plan will ultimately facilitate the vision created by both public and private stakeholders within the local community for the Bassendean Precinct.

The Bassendean Precinct Structure Plan area incorporates the land surrounding the Bassendean station and Success Hill station, focusing on land within a modified walkable catchment set out in the Town's Local Planning Strategy and Town Centre Masterplan.

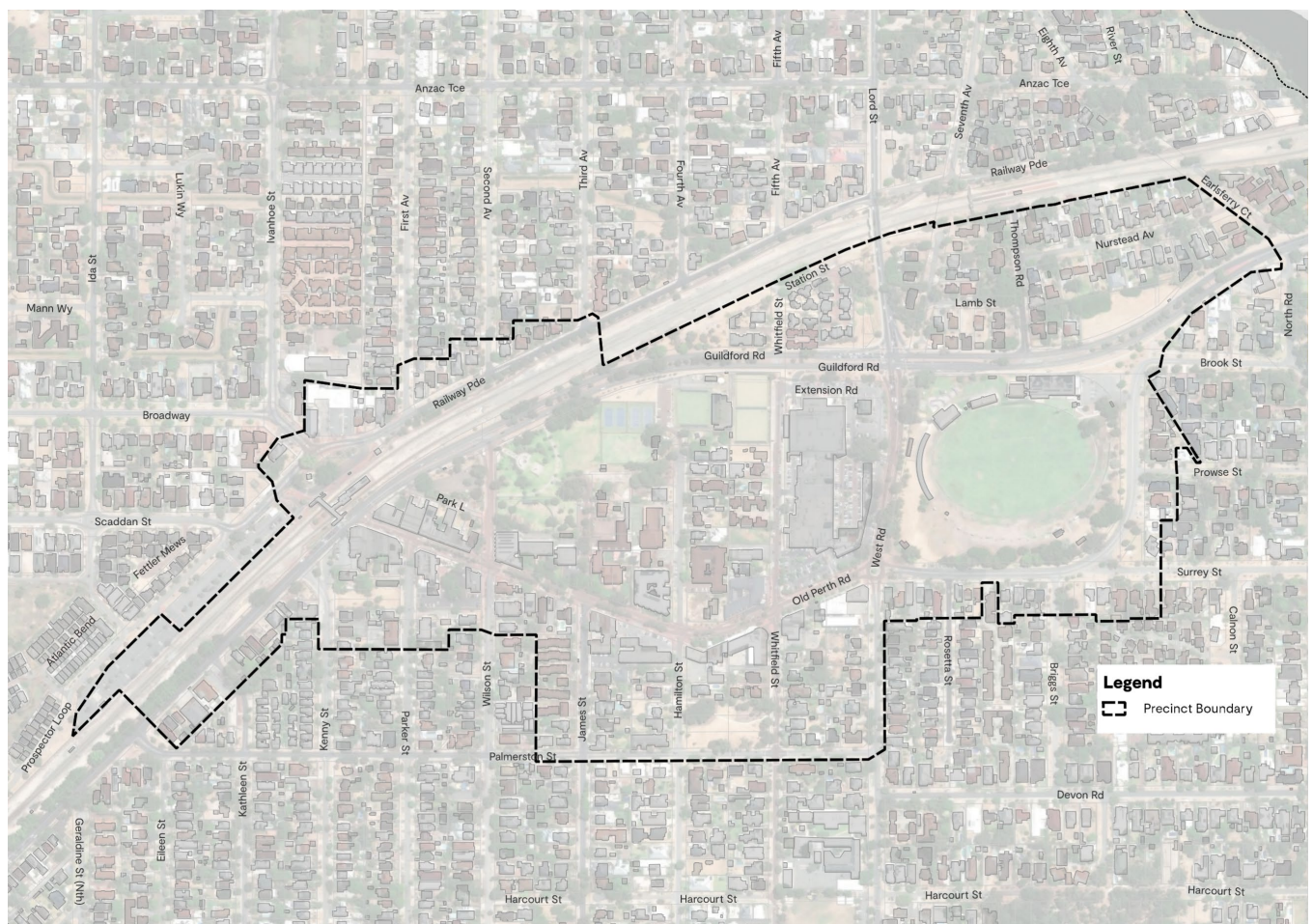


Figure 1 **Precinct Structure Plan area**

2. Approach to stakeholder engagement

2.1 Engagement approach

The engagement approach for the draft Bassendean Precinct Structure Plan was guided by the core values and code of ethics of the International Association of Public Participation (IAP2), the Department of Planning Lands and Heritage's (DPLH) Guide to Best Practice Planning Engagement in Western Australia and the Town's:

- Council Plan 2023-2033
- Draft Disability Access and Inclusion Plan 2024-2028
- A Stakeholder and Community Engagement Plan prepared for the Precinct Structure Plan project.

2.2 Engagement objectives

The core objective of stakeholder and community engagement activities was to prepare a Precinct Structure Plan reflective of the values of the Town's community and aligned to regulatory requirements and strategic planning policy; namely, the Town's Local Planning Strategy and Town Centre Masterplan.

The objectives of stakeholder and community engagement activities were to:

- Seek and capture feedback from a diverse range of stakeholders through surveys, workshops, and public meetings.
- Establish a Citizen's Panel with community representatives to involve them in the planning process, focusing on key aspects such as sustainable land use, community amenities, and economic opportunities.
- Maintain open communication with regular updates and prompt responses to concerns, and regular updates on the progress of the Precinct Structure Plan development, including summarising community feedback and explaining how this feedback has informed planning decisions.
- Design engagement activities to be inclusive and accessible for all community members, offering multiple platforms for participation.
- Provide clear, accessible information about the Precinct Structure Plan process, its goals, and potential impacts for the community through various communication channels.
- Use feedback and data collected through engagement to inform decision-making and demonstrate accountability.

2.3 Engagement principles

Engagement activities for this project will be undertaken in accordance with the following engagement principles described in Table 4.

Table 4 Engagement principles

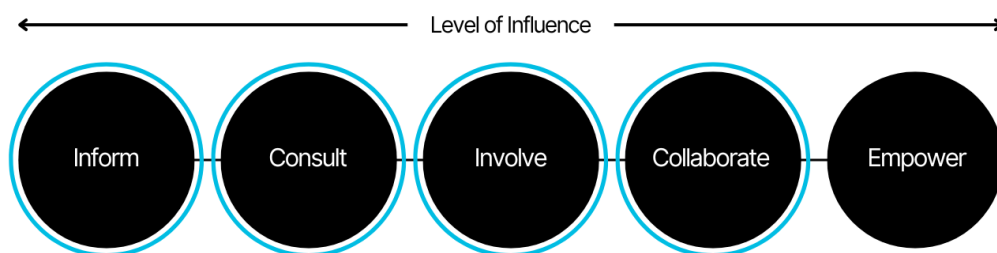
Objective	Outcomes
Community-centred	<ul style="list-style-type: none"> – The engagement process involves community members and stakeholders in decision-making. – Community input shapes the development of the Precinct Structure Plan, reflecting shared goals and aspirations.
Inclusivity and accessibility	<ul style="list-style-type: none"> – Engagement activities are designed to be inclusive and accessible to all community members. – Diverse voices are heard and valued, ensuring broad participation.
Transparency	<ul style="list-style-type: none"> – Clear, timely, and accessible information about the Precinct Structure Plan process, decisions, and progress is provided. – Transparency builds trust and ensures accountability throughout the planning and engagement process.
Trust and relationship building	<ul style="list-style-type: none"> – Open communication and respectful interactions are prioritised to build and maintain trust. – Concerns are addressed promptly, and all viewpoints are respected, fostering mutual respect and trust.
Continuous improvement	<ul style="list-style-type: none"> – Engagement approaches are regularly evaluated and adapted based on feedback and changing needs. – Continuous assessment ensures the effectiveness and responsiveness of engagement methods.

2.4 Level of engagement and consultation

Engagement for the draft Precinct Structure Plan occurred across the 'Inform', 'Consult', 'Involve' and 'Collaborate' levels of IAP2's engagement spectrum, relative to the varying stakeholders involved.

The following IAP2 core values were adopted for the project:

- Public participation seeks out and facilitates the involvement of those potentially affected by or interested in a decision.
- Public participation promotes sustainable decisions by recognising and communicating the needs and interests of all participants, including decision makers.
- Public participation provides participants with the information they need to participate in a meaningful way.
- Public participation communicates to participants how their inputs affected the decision.



3. Earlier engagement

3.1 Local Planning Strategy engagement

In March 2019 the Town launched BassenDream Our Future: A community engagement project to develop a vision for the future of Ashfield, Bassendean and Eden Hill (BassenDream). The project team has worked alongside the local community and other stakeholders to understand community values; the character and spirit of the Town; and ideas for an overarching future vision. Following this initial visioning process, the engagement process used this initial feedback to inform discussions regarding aspirations; opportunities; and ideas for specific planning ideas/policies for the future of strategic planning within the Town of Bassendean.

Results of community engagement suggests that future vision for the Town of Bassendean incorporate the following elements:

- Vibrancy and activity in Old Perth Road, Ashfield town centre and Eden Hill's commercial areas
- Enhanced connection to greenery and the natural environment, in particular the Swan River
- Retaining the strong sense of community and small country town feel
- Desire for a more modern and progressive place, whilst preserving the strong connection to history and heritage
- A leader in environmental sustainability.

3.2 Town Centre Masterplan

As a part of the Masterplan for the Town Centre and Success Hill Frame areas project, substantial stakeholder engagement, including focus groups and interviews with stakeholders, including property owners, businesses, community groups, residents, State Government representatives, and potential investors was undertaken. These sessions built on the Bassendream Our Future engagement insights to develop concepts for revitalising the Bassendean Precinct. In April of 2021, two additional community design workshops further refined these concepts with feedback from landowners, community stakeholders, local businesses, and development industry representatives.

The final stage of community engagement provided numerous opportunities for the community to give feedback and discuss the project with staff. Over 600 submissions were received, demonstrating substantial interest in the Masterplan. The Council unanimously adopted the Masterplan in November 2021. Key elements include redeveloping part of the Swan District Football Club, creating a central piazza, redeveloping key Crown landholdings, and transforming a section of Old Perth Road into a pedestrian-only zone with amenities such as play elements, seating, shade, and alfresco dining. The plan proposes building heights up to 10 stories in strategic locations to balance heritage preservation with modern development.

Extensive stakeholder and community engagement assisted in deriving guiding principles for the Masterplan, as shown in Table 5 below.

Table 5 *Bassendean Town Masterplan guiding principles*

Guiding principle	Description
A liveable town centre	<ul style="list-style-type: none"> – Increase the number of people living in the town centre – Provide for diverse dwelling sizes
An accessible town centre	<ul style="list-style-type: none"> – Transit-oriented development, with highest densities near the train station – Improve accessibility for people with physical, sensory and intellectual disabilities, and people who are neurodiverse – Improve visual surveillance of the public realm – Ensure principles for parking are accounted for (there is a balance here, with many stakeholders desiring more convenient parking, and others desiring reduced reliance on parking).
A green and shaded town centre	<ul style="list-style-type: none"> – No net loss of green space across the town centre – Net increase in tree cover across the town centre.
A town centre that is open for business	<ul style="list-style-type: none"> – Encourage the maintenance and most efficient use of business tenancies in the town centre – A diversity of land uses and mixed uses in the town centre – Provisions to unlock additional height (e.g. bonus height for providing additional public open space) – A Town Centre that supports working remotely, working from home and microbusiness.
A mix of old and new	<ul style="list-style-type: none"> – Balance heritage character with innovative design – Design-led or sustainability-led building guidelines – Provide incentives for developers to create higher quality developments

4. Preliminary engagement

4.1 Elected member briefings

Engagement with the Elected Members of the Town occurred across two (2) Elected Member Briefing sessions, summarised in Table 6. Briefing sessions with Elected Members allowed Councillors to review information, ask questions and discuss approaches to the preparation of the Precinct Structure Plan, prior to its drafting and presentation to Council.

Table 6 Elected member briefing sessions

Date	Objective
3 December 2024	Inform of key Precinct Structure Plan objectives, project schedule and points of community engagement.
10 February 2026	Inform project status and outcomes to date, describe key elements of draft Precinct Structure Plan

4.2 Stakeholder engagement

Engagement with external stakeholders was conducted prior to preparation of the Precinct Structure Plan.

Meetings were held with key landholders as described in Table 7.

Table 7 Summary of key landholder meetings/engagement

Date	Stakeholder(s)	Topics discussed
19/09/2024	Major landowner	<ul style="list-style-type: none">– Opportunities, priorities and targets for development– Barriers to development– Opinions on current Town Masterplan– Suggestions for draft Precinct Structure Plan– Potential for future engagement regarding Precinct Structure Plan
04/10/2024	Major landowner	
02/12/2024	Hawaiian	
Various	Main Roads	<ul style="list-style-type: none">– Traffic impacts and movement network

4.3 Citizen's Panel Workshops

A Citizen's Panel was formed to reflect the diverse perspectives and needs of the community and provide a platform for community members to influence the planning and decision-making process during the drafting of the Precinct Structure Plan. The Citizen's Panel was made up of 17 self-nominated community members of a variety of ages and backgrounds, including residents, local business owners, members of local community groups and representatives of commercial businesses. The opportunity to apply for the Citizen's Panel was advertised via social media and flyers.

The Citizen's Panel was engaged with through a series of three interactive workshops, each running for approximately 2 hours. Workshops were attended by all available Citizen's Panel members, as well as GHD, Town Staff and a DPLH representative. A summary of these workshops is provided in Table 8, with further details discussed in the below.

Table 8 *Summary of Citizen's Panel workshops*

Workshop	Objective	Location	Date / Time
#1	Establish a clear understanding of participants priorities across urban structure, land use, public realm, built-form and movement.	Bassendean Memorial Library	28/02/2025 9.30 – 11.30am
#2	Design Optioneering workshop with the Citizen's Panel to refine and weight the core design elements.	Bassendean Town Council Chambers	07/04/2025 2.30 – 4.30pm
#3	Design Validation workshop will affirm the findings of engagement to date have been captured and reflected appropriately and troubleshoot any design risks.	Bassendean Town Council Chambers	16/05/2025 9.30 – 11.30am

The CP has played a crucial role in guiding the draft Precinct Structure Plan. The appointment of community members to the CP has ensured transparency in the plans preparation and ensured that voices of residents expressed through the earlier engagement have been carried through to the Precinct Structure Plan.

4.3.1 Workshop #1

The first of the series of Citizen's Panel workshops focused on unveiling what community members value about the Town of Bassendean, and where they feel priorities for improvement lie.

Activities

The key events of Workshop #1 were as follows:

- The workshop followed an interactive presentation (slides included as Appendix B)
- Citizen's Panel participants discussed and voted on and discussed current values of the Bassendean Town Precinct.
- Urban and economic growth and its associated challenges were briefly explained.
- Citizen's Panel participants discussed and voted on their top three priorities for the following design element:
 - Land use
 - Urban ecology and public realm
 - Movement
 - Urban structure and built form.

Each design element and its associated challenges were explained prior to voting.

- Printed maps of the Bassendean Town Precinct were handed out and Citizen's Panel members were encouraged to annotate the map with future opportunities for the Town.



Figure 2 Workshop 1

Outcomes

Precinct Values

When asked to select three aspects of the Bassendean Town Precinct which they currently valued, Citizen's Panel members responded as indicated in Table 9 below.

Table 9 Current values of the Town Precinct

Value	Total Votes
Heritage and character of buildings	6
Sense of place and community	5
Parks and streets	5
Lively businesses. hotels, cafes, restaurants	4
Access to shops and services	3
Cycling and walking access	3
Access to public transport	1
Safe and convenient	0
Local jobs and employment	0

Priorities for development

When asked to select their top three priorities concerning land use, the urban and public realm, movement, and urban structure and built form within the Town of Bassendean, Citizen's Panel members responded as indicated in the Tables below.

Table 10 Priorities for land use

Priority	Total Votes
More activation, like restaurants, cafes and entertainment venues	8
Greater variety to shops, retail and supermarkets	6
Greater mix of housing type and choice	6

Priority	Total Votes
Events and increased use of parks and spaces	4
Local employment uses, like office and professional services	3
Arts, community and cultural spaces/ industries	2
Keeping it as it is	1

Table 11 *Priorities for the urban and public realm*

Priority	Total Votes
Improved streetscapes, paving, landscapes and shading	7
Keeping village feel	6
Celebrating cultural heritage	5
Protecting trees	4
Spaces for events/ gatherings	3
Improving quality of parks and amenities (toilets, gazebos, courts)	3
Connecting parks together	1
Public art	1

Table 12 *Priorities for movement*

Priority	Total Votes
Access road, bike and pedestrian access over the railway	7
Pedestrians/ cycling over Guildford Road	6
Pedestrian access to train stations	5
More walkable streets (paths, shading)	5
Safer bicycle routes and facilities	4
Better located parking	2
More public transport services	1
More parking	0
Limiting growth to control traffic	0

Table 13 *Priorities for urban structure and built form*

Priority	Total Votes
Incentivising renewal of key sites	8
Mixed use buildings	5
Developers to contribute to streetscape upgrades	4
Consistency with Masterplan	3
Flexibility on building size	3
Materials and colours that reflect existing buildings	2
Redevelop shopping centre	1
Keeping building height low	1

Opportunities for development

Maps of the Bassendean Precinct were supplied and annotated by Citizen's Panel members with perceived opportunities for future development. Key ideas and recurrent themes which arose these annotations included:

- Safer ways to cross Guildford Road adjacent Bassendean Oval e.g. footbridge
- Improving tree cover and connectivity for pedestrians and cyclists, encouraging cycling
- Bringing new businesses to Town to attract in-person customers, both visitors and residents
- Boosting the vitality of the Town, particularly Old Perth Road
- Preserving heritage, character and 'village feel'
- Increasing diversity in housing types and density
- Staying conscious of building heights and setbacks
- Improving public transportation, specifically buses
- Improving community buildings and facilities.

4.3.2 Workshop #2

Citizen's Panel Workshop #2 focused on presenting options to address the feedback received by Citizen's Panel members in Workshop #1. The primary goal was to foster open communication and receive honest feedback on the presented options.

Activities

Key events of Workshop #2 were as follows:

- Feedback and takeaways from Workshop #1 were summarised, confirming with Citizen's Panel members that these were accurately perceived.
- Proposed options for addressing priorities and concerns uncovered in Workshop #1 were illustrated to the Citizen's Panel, including potential opportunity sites, nodes and links for development (refer Figure 3).
- As the options were presented, Citizen's Panel members were invited to offer their opinions, suggestions for improvement, and any other comments or questions.
- Print outs were provided for Citizen's Panel members to annotate with comments and suggestions.

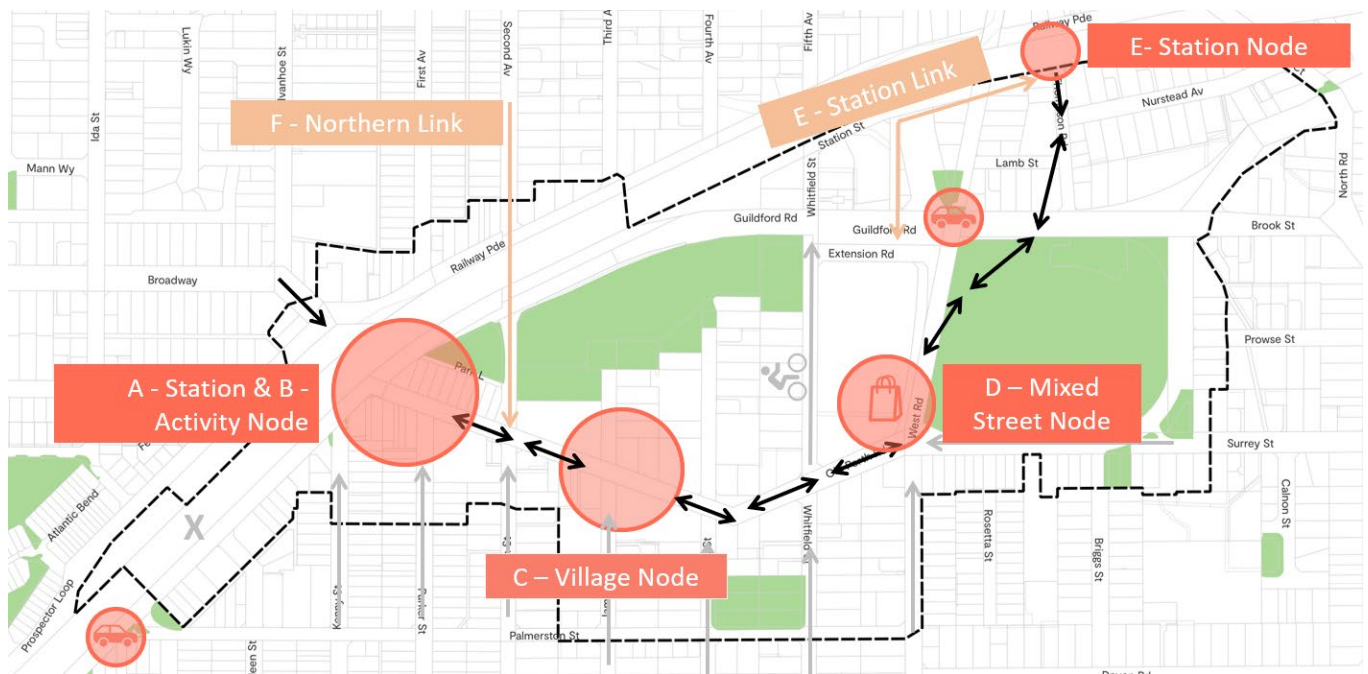


Figure 3 Suggested opportunities for nodes and development



Figure 4 Workshop 2

Outcomes

Feedback received from Citizen's Panel members during Workshop #2 is summarised in Table 14 below.

Table 14 Summary of engagement

Issue / Solution	Comments
Existing movement	<ul style="list-style-type: none"> – The lack of facilities for people to stop and rest during walks (e.g. seating, shade, parklets) present an issue for the older population – Suggest providing places to park bicycles at new developments – Suggest many people are happy to walk a distance and present design is pedestrian friendly, but there is nowhere to go – If insufficient car parking spaces are provided, cars will drive anyway and park elsewhere, disrupting surrounds – Guildford road is ugly and difficult to cross – Bassendean Station lift is frequently out of order
Opportunity sites	<ul style="list-style-type: none"> – Pleased with selection of opportunity sites: <ul style="list-style-type: none"> • Address “problem areas” where retail and development have previously struggled • Do not appear to be sacrificing trees or open space
Station & Activity node	<ul style="list-style-type: none"> – Suggestion to attempt engagement with State Government for the development of Bassendean Station – Agree that the idea to have a section of raised / painted road has worked to slow traffic speeds in other areas <ul style="list-style-type: none"> • Concern that this will negatively impact traffic flow – Implementing a one-way road: <ul style="list-style-type: none"> • Agree traffic impact would not be significant, cars don't often turn this way • Concern that this could direct cars out of town • Previous similar projects have caused community backlash, significant communication is suggested

Issue / Solution	Comments
	<ul style="list-style-type: none"> – Incorporation of spots for sitting & people-watching
Village node	<ul style="list-style-type: none"> – Suggestion to plan for parking due to surrounding land uses attracting large volumes of visitors – Plan for alternative forms of transport e.g. bicycles, e-scooters – Library is a focal point but is isolated – Provides necessary space for young families to spend time / picnic – Suggested water play area
Mixed street node	<ul style="list-style-type: none"> – Disappointed with how Masterplan causes Bassendean Oval to “turn its back” on the Hawaiian Shopping Centre <ul style="list-style-type: none"> • This node will allow for a connection between these sites to be fostered
Station node & link	<ul style="list-style-type: none"> – Suggested ‘park and ride’ facility – Station would struggle if volume of use increases – Very positive reaction to suggested greenspace – Concern about ‘swampy’ conditions of Whitfield Street opportunity site
Northern link	<ul style="list-style-type: none"> – Pleased with this issue being addressed: <ul style="list-style-type: none"> • Problem/ high risk area • Kids don’t use the link currently, but is a key school access pathway • If this path was viable, could potentially drastically reduce car volumes – Suggestion to bring the path up into BRC area instead of 1 Park Lane
High-rise developments	<ul style="list-style-type: none"> – Generally comfortable with a maximum of 5 to 6 stories for high rise buildings – Sufficient setback of high-rise buildings is essential, providing a transition from the building to the road where greenspace can be incorporated – Suggestion to locate high-rise developments near the station to possibly reduce car parking requirements – Concern for resulting traffic impact from high rise developments – Design of developments should be sympathetic to their surrounds, consistent with the character of the area – Should not feel dominating to the public realm – High-rise is necessary to retain trees and open space – Incorporation of community gardens
Other	<ul style="list-style-type: none"> – People travel out-of-area for alternative grocers, which has a subsequent effect on smaller businesses <ul style="list-style-type: none"> • Hawaiian representative stated that the centre cannot accommodate another major grocer – Attractions which bring people to the area are those that ‘add to the vibe’ <ul style="list-style-type: none"> • People starting out in retail / hospitality do not have money to spend on fit out and do not succeed • Lease requirements and property conditions lead to vacancies – The older population contributes value to the town <ul style="list-style-type: none"> • Lower socio-economic area, private retirement facilities price older residents out of the area

4.3.3 Workshop #3

Citizen's Panel Workshop #3 focused on presenting a direction for the Precinct Structure Plan, and how this has been influenced by previous workshops.

Feedback from previous workshops was initially summarised, allowing Citizen's Panel members to bring forth concerns, if any, that they felt had been overlooked. Opportunities for improving access, activation, greenery and housing choice were presented, with feedback being generally supportive of measures that required all elements to work together to achieve a higher quality place.

Activities

- Discussion of feedback and conclusions drawn from previous workshops were summarised, ensuring that no ideas had been overlooked.
- Opportunities for improving access, activation, greenery and housing choice were presented
- Citizen's Panel members were given opportunity to provide written and verbal feedback throughout the presentation
- Next steps for the Precinct Structure Plan were summarised, including the Citizen's Panel influence on the Precinct Structure Plan draft, and how individuals may further participate in the consultation process



Figure 5 Workshop 3

Outcomes

Feedback received during Workshop #3 is summarised in Table 15 below.

Table 15 Summary of engagement

Issue	Summary of comments
Access / movement	<ul style="list-style-type: none">– Entry and exit from the Success Hill Frame by car is problematic, often get stuck exiting– Success Hill Station is challenging for bikes – nowhere to park bike, getting over footbridge is difficult, no bike lane on south side of tracks– Curtin University is a good example of how design can give preference to pedestrians– Whilst some individuals believed that a ramp should be built for the Bassendean Station, group came to a consensus that due to required length of the ramp, pedestrians would likely continue to run across the road without a crossing guard

Issue	Summary of comments
	<ul style="list-style-type: none"> – Whitfield Street allows for good bike movement – Adding bike motif to pavement improves bike movement – Traffic on Palmerston Street poses challenge to walkability, particularly at the James Street and West Road intersections. – Integration with schools is important, it currently easy or safe for children to access schools by bike or foot – families move out of the area due to this issue
Activation	<ul style="list-style-type: none"> – Some areas which have been identified by GHD for activation are typically 'tumbleweed zones' – Different areas are active at different times of the day e.g. bottom of Old Perth Road active at night, Railway Parade active during the day – Hawaiian's is viewed as a 'facility' for shopping, as opposed to somewhere you visit – Different 'vibes' of separate areas mean that a different approach should be taken to each e.g. Hawaiian's VS character area
Housing	<ul style="list-style-type: none"> – Integrating different demographics e.g. don't completely separate social housing, aged care – Avoid loss of heritage and character, presented designs feel as though they are missing a layer of heritage – Housing density should be higher in areas closer to the train stations – Development up to three storeys doesn't 'feel' high – Many apartments try to reflect character / mimic heritage and fail – Developing design / character guidelines for new buildings – Comfortable with incentivising developers and being flexible with building heights – Apartments should be located near activation areas; it is a part of the style of living – Lack of aged care within the Precinct, should be integrated to contribute to density targets – It is better to match the scale of new development to old or contrast it, there is no point arguing between 6 and 8 stories

4.4 Success Hill Design Workshop

Upon completion of the Citizen's Panel Workshops, the Town identified a need to further engage with a specific cohort of community members relating to the Success Hill Frame Area.

A 'Success Hill Design Workshop' was held on 26 May 2025 at the Bassendean Town Council Chambers, attended by community members, GHD, and Town staff. The Town invited community members within the Success Hill Frame area to attend. Approximately 18 individuals attended the workshop.

The workshop was intended to give a voice to community members, hear their concerns and suggestions, and offer opportunity to influence the outcomes of the Precinct Structure Plan. Feedback received from members of the community group during the workshop is summarised in Table 16 below.

Table 16 Success Hill Workshop Summary

Issue	Comments
Urban structure	<ul style="list-style-type: none"> Land generally along Nurstead Avenue more consistent in character and more highly valued compared to land on Whitfield Street and Lamb Street. Recognition of existing density codes and level of heritage protection. Some suggestion codes could be higher. New development addresses the street well through landscape and physical elements such as verandahs, awnings, windows and gardens. Crossovers are minimised. Buildings have been developed over an extended period and are therefore mixed in character.
Built-form character	<ul style="list-style-type: none"> New development that responds to the existing pattern of development Buildings that are detailed to reflect the existing character of the area, in if these buildings are modern in appearance. A focus on design quality and mix of outcomes that compliment existing character. New buildings do not dominate the streetscape through excessive with or limited setbacks. Space between buildings, as well as to the street and rear boundaries is generous. Taller buildings may be preferred if that allows more space between new and existing development. Roof forms, materials and decorative features reflect the existing character. Overshadowing considerations key to ensuring continued enjoyment of the area. There are a mix of building forms, some old, some new, that add to the diversity and character of the area. Natural tones and materials (e.g. brick, wood, metal) should be used in new developments Seek to avoid infill that reduces green space and backyards General view that buildings should be attractive and reflect existing character elements. New buildings should respect neighbouring properties If building heights are to be increased, the preferred location is surrounding Lamb Street. Verandas, eaves and gable roofs should be incorporated in new development Disguise high density living to conform with surrounding single homes, making buildings appear as a house as opposed to a 'block of flats' Side setbacks important to maintaining space Parking and crossovers do not dominate the streetscape No large fences
Landscape character	<ul style="list-style-type: none"> New development should retain existing mature vegetation Landscaping to front yards is key to the areas character. Green space at the rear of property key to retaining existing feel.
History and heritage	<ul style="list-style-type: none"> The area has a rich history which should be appreciated. Early 1900's Pioneer builds Mixed views on the importance of heritage and character retention Earlsferry court is one of the oldest roads in Bassendean New developments should respect heritage of the area There is a distinction between places coded R100 generally along Nurstead Avenue and the properties coded R160 around Whitfield Street and Lamb Street. Different responses may be appropriate for each area.

Issue	Comments
Public realm & streetscapes	<ul style="list-style-type: none"> – Tall trees and large front gardens contribute to the streetscape – Landscape values to the front and rear of dwellings help define character. – Green streetscape is appreciated and should be maintained – Powerlines should be sunk underground to allow for larger trees – Setbacks and spaces between buildings should be maintained, with trees to break up frontages – Streets are currently quiet and safe – Reduce vehicle speeds and movements – Natural streetscapes provide habitat for wildlife – Maintain sense of community, belonging, interaction with neighbours
Other	<ul style="list-style-type: none"> – Solar panels to be shaded by new high-rise development

5. Engagement findings

Table 17 summarises the priorities and opportunities identified throughout the preliminary engagement phase of the project.

Table 17 *Summary of engagement priorities and opportunities*

Priorities and opportunities	Summary of messages
Enhancing the green network	Desire to see existing mature vegetation retained with new opportunities created for additional canopy tree. Adding to the existing green network over time to reinforce Bassendean's character as a leafy, naturally landscaped locations that contributes to habitat, nature and sustainability
Respecting landscape and topography	Build upon strong existing landscape elements and ensure key sites improve how buildings and spaces relate to topography, open space and places of activity. Plan a sustainable precinct through effective management of water, waste and energy.
Incentivising renewal of key sites	Concentrating development in appropriate locations will achieve a balanced development outcome.
Achieving mixed use outcomes	Ensure existing diversity and vibrancy of land use mix continues. Achieve a vibrant neighbourhood with a mix of business, entertainment, civic and cultural activities supported by diverse housing.
Improved streetscapes, paving, landscaping and shading	Support new developments, use and enjoyment through incremental improvement to the comfort and aesthetics of the public realm.
Keeping a village feel	Ensure new public realm spaces are well connected, scaled and relate to the fine-grain form of development and land use already present in Bassendean. Spaces provide for a variety of users, at varying times of the day. Spaces are safe in use and prioritise pedestrian and cycling movement.
A focus of pedestrian and cycle movements	Support long-term mode-shift towards walking and cycling as a means of reducing pressure on the road network and making the Precinct inviting to all.
Providing safe, connected travel for all people	Good design of clear, direct, safe and enjoyable movement routes. Improving routes for walking and cycling, connections to key community facilities and schools.
Improving access to existing public transport infrastructure	While the Precinct is well served by existing public transport services, access to these services can be challenging. Improving the limited pedestrian crossings, lack of station facilities, and indirect walking routes to existing public transport infrastructure.
Improving connection across key barriers at Guildford Road and the Perth/Midland railway	A focus on reconnecting people north of Guildford Road with the Town Centre through improved quality of existing connections.
Lively businesses, hotels, cafes and restaurants	Create conditions where businesses can be readily established, thrive and generate interest beyond the local area.
Greater variety of shops, retail and supermarkets	Ensure a diversity of retail spaces is available to support a growing local population. Support improved quality of retail at the western end of Old Perth Road.
Greater mix of housing type and choice	Provide opportunities for a variety of building forms, with housing types and sizes that reflect Bassendean's diverse community.

6. Consultation process and activities

6.1 Consultation engagement activities

Formal consultation on the Precinct Structure Plan was undertaken between 20 March 2026 and 8 May 2026 (inclusive). During this period, the community could submit feedback via submission forms and participate in community drop-in sessions. The purpose of the formal consultation period was to:

- Satisfy the requirements of r. 18 of Schedule 2 (Deemed Provisions), Part 4 of the Regulations.
- Advertise the proposed structure plan to the community and other stakeholders. Consultation activities are described in Table 18.

Table 18 Consultation activities

Method	Stakeholder	Purpose	Date
Town newsletter	Community	Published notice of the draft Precinct Structure Plan in the Town's newsletter to formally notify the community of the release of the draft Precinct Structure Plan and provide clear information on how to participate in the consultation process.	20/03/2026
Letters	Community	Letters were issued to all property owners and occupiers within the precinct to ensure targeted notification of the draft Precinct Structure Plan and how to participate in the consultation process.	20/03/2026
Social media posts	Community	Social media posts shared on the Town's social media channels that informed and encouraged participation in consultation opportunities.	8/04/2026 14/04/2026 17/04/2026
Project webpage	Community	A project webpage was developed on the Town's website that provided comprehensive information about the Precinct Structure Plan, including an overview of the project and dedicated FAQ section.	20/03/2026 – 8/05/2026
Community drop-in sessions	Community	Communicate project updates and provide context for community / stakeholders to make informed formal submission.	9/04/2026 18/04/2026
Submission form	Community	Provide community / stakeholders the opportunity for public comment on the draft Precinct Structure Plan, in line with the Regulations.	20/03/2026 – 8/05/2026

Community drop-in sessions

To encourage submissions on the draft Precinct Structure Plan during the formal consultation period, two (2) community drop-in sessions were held at the Bassendean Library and Bassendean Community Hall, at the following dates and times:

- 9 April 2026 | 5:00 - 7:00pm
- 18 April 2026 | 4:30 - 6:30pm

Over the course of the two (2) days, the community drop-in sessions were attended by approximately 25 people.

The community drop-in sessions were designed to offer attendees the opportunity to ask questions about the draft Precinct Structure Plan and engage directly with the project team. By fostering open dialogue, attendees could clarify their concerns, seek additional information and express their thoughts.

Supporting collateral

At drop-in session, the following materials were available for the public to view:

- A4 printed copies of the draft Precinct Structure Plan and the following supporting appendices:
 - Retail Needs Assessment & Economic and Employment Strategy
 - Environmental Assessment
 - Transport Impact Assessment
 - Local Infrastructure Servicing Report
 - Local Water Management Strategy
 - Success Hill Frame Heritage Assessment
 - Aboriginal Cultural Heritage Assessment
- A2 printed maps, illustrating the Precinct Structure Plan area and key elements of the plan, including sub-precincts, the movement plan, and proposed building heights, setbacks and densities.



Figure 6 *Community drop-in session 1*

6.2 Consultation findings

6.2.1 Submissions

A total of 31 submissions were returned during the consultation period. This includes written submissions made in formats other than the submission form (letters, emails etc). Of these submissions:

- 25 submissions were made by individuals, community organisations and non-government stakeholders; and,
- 6 were made by government stakeholders.

6.2.2 Submission form

The submission form consisted of questions aimed at identifying:

- What interest the respondent had in draft Precinct Structure Plan
- Whether respondents supported, did not support or supported (with modifications) the Precinct Structure Plan; and,
- Whether the respondents had any comments on the Precinct Structure Plan.

6.2.3 Level of support

Respondents were asked to indicate their support or opposition for the draft Precinct Structure Plan.

Gaining insights into respondents' perspectives on the draft Precinct Structure Plan enables the project team to assess community sentiment regarding the development. Of the non-government submissions received:

- 4 (16%) indicated that they supported the Precinct Structure Plan.
- 14 (56%) indicated that they supported the Precinct Structure Plan but had comments or concerns.
- 5 (20%) indicated that they did not support the Precinct Structure Plan.
- 2 (8%) were returned without indicating whether or not they supported the Precinct Structure Plan.

6.2.4 Government and organisation submissions

In addition to community submissions, the draft Precinct Structure Plan was also referred to various State government agencies and organisations for comment. Table 19 describes the agencies referred and summarises the submission received.

Table 19 Summary of other submissions received

Agency/ organisation	Summary of submission
ATCO Gas	Does not raise objection to the Precinct Structure Plan. Notes that parts of the precinct fall within the trigger distance of high-pressure gas infrastructure, and that sensitive or higher density development in these areas will require further consultation and may need additional safety and risk mitigation measures. Advises that future development, construction works and access arrangements near gas infrastructure will need to comply with ATCO requirements, including engineering assessment, asset protection measures and coordination of works affecting gas mains.
City of Swan	No response received.
City of Bayswater	No response received.
Department of Biodiversity, Conservation and Attractions	Notes requirement for the provision of overland path flows directing extreme storm events to the Swan River foreshore and support for the application of water sensitive urban design principles in the planning of developments.
Department of Communities	No response received.
Department of Education	No response received.
Department of Fire and Emergency Services	No response received.

Agency/ organisation	Summary of submission
Department of Health	No response received.
Department of Transport	No response received.
Department of Water and Environmental Regulation	Raises no objections or comments. Defers assessment of the LWMS and urban water management to the Town of Bassendean given the lack of water constraints.
Heritage Council of WA	No response received.
Infrastructure WA	No response received.
Main Roads Western Australia	<p>Notes that proposed public realm works, landscaping, and activation within the Guildford Road Primary Regional Road Reserve are not supported as they may compromise the ultimate road design.</p> <p>Emphasises that access arrangements should minimise direct access to Guildford Road and prioritise lower order roads. Identifies that proposed intersection upgrades (including at Thompson Road and Lord Street) and potential grade separation will require further consideration due to constraints and future road planning requirements.</p> <p>Notes that proposed pedestrian overpass / underpass infrastructure and redevelopment of land used for public transport parking require further justification and coordination with transport functions.</p>
Public Transport Authority	No response received.
Water Corporation	<p>Advises that increased density under the Precinct Structure Plan will require significant upgrades to existing water and wastewater infrastructure, including replacement and upsizing of local water mains and major sewer upgrades along Guildford Road.</p> <p>Notes that existing drainage infrastructure is at or near capacity, and redevelopment will require on-site stormwater management to avoid increasing runoff. Indicates that future development will require provision and upgrading of water, sewer and drainage infrastructure, generally delivered incrementally by developers and potentially requiring land, headworks contributions, and staged upgrades.</p>
Western Power	<p>Notes that Hadfields Substation has significant additional capacity available for the Precinct Structure Plan area, which is likely to satisfy proposed dwelling requirements.</p> <p>Recommends that as part of the future proposed infill development, the Town and development proponents engage with Western Power at an early stage to inform specific energy requirements, and the upgrading and provision of additional power infrastructure that may be required by the time development progresses to DA and construction. Notes importance of locating infrastructure such that electrical supply to these areas is optimised.</p> <p>Notes that where sites require the upgrading and provision of additional power infrastructure as part of the future development, the Town or proponents are to engage with Western Power relating to specific development requirements and potential developer contribution plans. Works requiring additional distribution or transmission infrastructure of this nature are customer funded, as part of the subdivision and development process.</p>

6.2.5 Recurrent themes

Analysis of the submissions received through the feedback form has been undertaken. Non-government submissions were analysed to identify:

- Recurrent themes
- The key points/concerns attributed to the theme

The tables below detail the recurrent themes identified in supporting and opposing submissions.

Table 20 *Recurrent themes (Support, or support with comments/concerns submissions)*

Theme	Summary of messages
Support for revitalisation and increased density	Submissions expressed support for the draft Precinct Structure Plan as a means to revitalise the town centre, attract new businesses, and accommodate population growth. Submissions noted the need to activate Old Perth Road, improve the use of underutilised sites, increase local services, and create a more vibrant and attractive destination. There is general recognition that increased density can support these outcomes where it is carefully planned and coordinated.
Traffic, parking and transport	Even among supporting submissions, concerns relating to traffic, parking demand and broader infrastructure capacity were prominent. Submissions frequently referenced existing congestion along Guildford Road and West Road and questioned whether the road network and supporting infrastructure can accommodate increased density. Issues raised include potential changes to traffic arrangements on Old Perth Road, impacts on residential streets, and ensuring upgrades occur alongside development.
Scale of development and built form outcomes	Submissions commonly identify the need to carefully manage building height and density. While some support increased intensity within the town centre, others consider the proposed scale excessive for the local context and prefer lower-scale outcomes (generally 3 – 5 storeys). Submissions emphasise the importance of appropriate transitions, setbacks and overall built form design to achieve acceptable amenity outcomes.
Heritage and character	Submissions strongly support recognising and protecting Bassendean's heritage and village character. Key messages include the need for clear, evidence-based application of heritage and character provisions, and built form outcomes that respect the existing streetscape, identity and sense of place.
Tree canopy, green space and environment	Submissions identify the Town's tree canopy and green character as defining features that should be maintained and enhanced. Submissions seek stronger measures to retain mature trees, increase planting, and ensure that greening and environmental considerations are embedded in future development and public realm outcomes.
Walkability, connectivity and inclusive access	Submissions support improved pedestrian and cycling connectivity, including stronger links between Bassendean and Success Hill stations and safer crossings of key barriers such as Guildford Road. There is a consistent emphasis on legible, connected movement networks and ensuring access outcomes cater for people with disability, older people and children.
Water, drainage and servicing capacity	Submissions recurrently raise the need for deliberate planning of water and servicing systems as density increases. Key issues include stormwater and groundwater management, the impact of a high water table, drainage capacity and sewerage infrastructure. Submissions emphasise the importance of coordinated and forward planning rather than incremental responses over time.

Table 21 *Recurrent themes (Opposing submissions)*

Theme	Summary of messages
Scale of development	The dominant concern among submissions relates to the scale of development, with strong opposition to proposed building heights (generally 8 – 10 storeys). Many submissions consider this level of development excessive and incompatible with Bassendean's existing low-rise context. Concerns about scale are frequently linked to impacts on amenity, infrastructure capacity and the overall identity of the Town.
Heritage, character and village identity	Submissions consistently raise concerns regarding potential loss of heritage, character and village identity. Bassendean's historic built form, streetscape and small-town atmosphere are identified as key attributes that should be protected. Submissions consider that increased intensity may fundamentally alter these qualities.

Theme	Summary of messages
Movement, traffic and parking impacts	Traffic and parking issues are identified as concerns. Submissions note that the existing road network is already under pressure and that increased development would exacerbate congestion, particularly along Guildford Road and surrounding streets. Concerns also include parking shortages, loss of existing parking and increased traffic in residential areas.
Community and social impacts	A number of submissions raise concerns regarding the social impacts of development, including the scale and concentration of certain housing types. Submissions express apprehension about potential impacts on safety, community cohesion and the overall social dynamics of the area.
Amenity and liveability impacts	Submissions identify potential amenity impacts associated with increased density, including noise, privacy, overshadowing, overcrowding and general quality of life. These concerns are typically linked to proximity of new development to existing residential areas and the cumulative effects of population growth.

6.2.6 Specific matters

Beyond the re-current themes identified, submissions also provided detailed insights into specific matters.

Table 22 outlines specific matters raised in submissions that were generally not considered recurrent across the broad body of submissions. Matters are presented as to be assumed to be:

- Selectively derived, but considered pertinent for decision makers
- Not a complete list of matters not otherwise identified in the recurrent issues
- Presented in no particular order; and,
- Not a reflection of the sentiment of submissions received.

Table 22 *Specific matters identified*

Summary of matter	Summary of plan response	Comments
Building heights, scale and impact on village character	Building heights are established in Map 3 of Part 1, with additional height limited to Opportunity Sites identified in Map 8, where community benefits are provided in accordance with Section 2.3. Sensitive boundary provisions (Map 5; Figure 2) and upper-level setbacks (Section 2.2.5.2) are applied to manage transition to surrounding residential areas.	The Precinct Structure Plan adopts a graduated height approach, concentrating height in locations with strong access to transport and services, while reducing scale toward established residential areas. This is reinforced through built form provisions to minimise visual bulk and protect amenity. In general terms, the building heights prescribed in the Precinct Structure Plan align with those indicated in the Town Centre Masterplan' with some variations to support provision of community benefits, graduation in building height, and to achieve dwelling yields expected under strategic frameworks.
Heritage and character protection, including Old Perth Road	Part 1, Section 2.2.4 identifies the Old Perth Road Heritage Area and Nurstead Heritage Area, supported by Tables 3 and 4, which include specific design and development provisions.	The Precinct Structure Plan applies an evidence-based approach to heritage by identifying areas of significance and applying consistent built form controls. These controls require new development to respond to established character through scale, materials, façade articulation, and setbacks. This ensures heritage outcomes are embedded within the planning framework while allowing flexibility for site-responsive design solutions.
Traffic congestion and function of the road network	The Precinct Structure Plan is supported by the Transport Impact Assessment (Appendix D), which models existing and forecast traffic conditions and identifies potential intersection upgrades (Section 3.5). The Movement Plan (Map 7) establishes a clear road hierarchy.	The plan directs vehicle movements to arterial and distributor roads, including Guildford Road and West Road, while promoting local streets for slower, lower-intensity traffic. This approach reduces pressure on residential streets and supports long-term network efficiency. Identified upgrades are conceptual and subject to further design and approval at subsequent stages.
Parking provision and demand	Parking is addressed through the Transport Impact Assessment (Appendix D, Table 22).	The Precinct Structure Plan does not prescribe fixed parking supply, instead applying a policy-based approach that enables parking to respond to land use, accessibility, and site context. Detailed parking provision is determined at the Development Application stage, ensuring a tailored response to each development.
Pedestrian and cyclist safety and connectivity	The Movement Plan (Map 7) identifies a comprehensive network of pedestrian and cycling connections, including green links, improved crossings, and connections to key destinations such as Bassendean Station and Success Hill Station.	The plan integrates land use and movement planning to prioritise active transport. Vehicle priority is directed to higher-order roads, while local streets incorporate traffic calming and design measures to reduce conflicts. This approach improves safety, accessibility, and legibility of movement networks across the precinct.
Public realm quality and level of design detail	The Public Realm and Landscape Plan (Map 9) and Part 2, Section 3.3 identify key public spaces, streetscape improvements, and activity nodes.	The Precinct Structure Plan establishes a strategic framework for public realm improvements, including spatial structure and design intent. Detailed design, including materials, landscaping, and configuration, is

Summary of matter	Summary of plan response	Comments
		undertaken at subsequent stages to ensure integrated and site-responsive outcomes.
Community benefits framework (bonus height and delivery of outcomes)	Section 2.3 and Table 10 establish a framework linking additional building height to the delivery of defined community benefits, including public realm works, heritage conservation, sustainability initiatives, and affordable housing.	The framework operates as an incentive-based mechanism consistent with State planning policy, ensuring that increased development intensity contributes to public benefit. The framework identifies eligible benefit types at a strategic level, with detailed delivery, staging, and valuation resolved at later planning stages.
Infrastructure capacity and servicing	The Local Infrastructure Servicing Report (Appendix E) and Local Water Management Strategy (Appendix F) assess servicing requirements, infrastructure capacity, and constraints.	The Precinct Structure Plan is supported by technical studies confirming infrastructure capacity and identifying upgrade requirements. Infrastructure delivery is expected to occur incrementally as development proceeds, with detailed servicing design addressed at Development Application stage.
Groundwater and environmental constraints	The Local Water Management Strategy (Appendix F) establishes requirements for site investigations, groundwater monitoring (Table 14), and stormwater management in accordance with water sensitive urban design principles.	Environmental constraints, including groundwater conditions and water table levels, are addressed through performance-based requirements applied at the Development Application stage. This ensures that development is supported by appropriate engineering and design responses.
Staging, delivery and implementation of development	Sections 1.3 and 1.5 outline broad staging assumptions, with development anticipated to occur incrementally over time.	The Precinct Structure Plan provides guidance on sequencing without prescribing fixed timelines. This allows development to respond to market conditions, infrastructure delivery, and feasibility considerations, while maintaining alignment with the overall vision and objectives of the plan.

Main Roads Western Australia

Main Roads Western Australia (MRWA) raised concerns regarding the potential for public realm works, landscaping, and activation within the Guildford Road Primary Regional Road Reserve (PRRR), as well as access arrangements, intersection upgrades, and transport infrastructure.

Provisions of the Precinct Structure Plan relating to public realm, landscaping, and activation are intended to apply to developable land outside of the PRRR. Future development is required to ensure that the current or ultimate function, alignment, and capacity of Guildford Road are not materially altered.

However, it is recognised that indication of changes to the public realm along roads (including Guildford Road) are indicative only and will be subject to more detailed design and integration with adjacent built form, if and when any redevelopment occurs. For that reason, the concerns raised by MRWA are noted and amendments should be made to the Precinct Structure Plan to make it clear that indicated public realm improvements are indicative, will be developed in detail over time, and are subject to agreement with regulators.

The Precinct Structure Plan is supported by a Transport Impact Assessment which establishes a clear road hierarchy and identifies indicative network and intersection improvements. Any proposed modifications to the regional road network, including intersection upgrades, grade separation, and pedestrian overpass or underpass infrastructure, are conceptual only and would require detailed investigation, justification, and coordination with relevant agencies, including MRWA and the Public Transport Authority.

Water Corporation

Water Corporation submission advised that it does not oppose the structure plan, but that the proposed increase in density will require significant upgrades to existing water, wastewater and drainage infrastructure.

The submission notes that much of the current water reticulation network is aged and undersized for higher-density and mixed-use redevelopment, meaning developers will likely need to fund staged upgrades to mains in several streets across the precinct.

For wastewater, Water Corporation identifies that parts of the sewer network, including infrastructure linked to Hyland Street Pump Station, are already under pressure and may need to be upgraded sooner.

The drainage network is also described as being at or near capacity. The submission recommends the Town of Bassendean prepare a District Water Management Strategy or similar drainage study to assess flood risk, storage needs, and local drainage impacts from additional runoff.

Infrastructure works are identified as being outside Water Corporation's current capital program and would generally be funded by developers, likely on a first-come, first-served basis as redevelopment occurs.

While this presents a challenge for developers in coordinating new infrastructure provision, it does not warrant modification to the structure plan. Coordinated infrastructure provision through a Developer Contribution Plan is challenging in complex and fragmented infill situations due to the lack of certainty and nexus for development that may or may not occur over a several decade horizon. The Town may consider preparing a Development Contribution Plan in conjunction with Water Corporation in the future, should greater certainty on development staging and timeframes emerge.

Hawaiian Group

A detailed submission was received from consultants on behalf of Hawaiian Group, the owner of Lot 2 West Road, Bassendean; known as the Bassendean Hawaiian's Shopping Centre. As the largest freehold land within the precinct, development on the site has the potential to materially impact land use, employment, built-form, movement and public realm outcomes. For that reason, the contents of the submission and comments in response are described below.

Plot Ratio (R-AC1)

The submission noted support for the proposed absence of a plot ratio limit for the site.

The Precinct Structure Plan provides no prescribed maximum plot ratio for R-AC1 coded land (Part 1, Table 7), allowing development outcomes to respond to site context and design quality considerations. This approach is intended to support flexible redevelopment of Bassendean Hawaiian's site, and facilitate opportunities for community benefit.

The absence of plot ratio limit is tied to the need for a Local Development Plan for the site, enabling tailoring of building height distribution across the land, in conjunction with a clear plan for community benefits and land use distribution.

Building height and Local Development Plan requirement

The base building height of 6 storeys for Lot 2 West Road (Map 3; section 2.2.5.1) reflects its interface with surrounding residential areas and public open space. Additional height is available through the development incentives framework (Section 2.3; Map 8), subject to the delivery of community benefits.

The submission raised concern with the 6 storey height limit, noting this was inconsistent with the R-AC1 coding (which has a building height of 9 storeys) and required a Local Development Plan to be prepared in order to exceed the 6 storey limit.

The requirement for a Local Development Plan (Section 2.2.5.1(d)) recognises the scale and complexity of the site and provides a mechanism to coordinate built form, access, land use, and integration with the public realm across a large, consolidated parcel. This approach is applied to ensure that additional height and density are delivered in a coordinated and design-led manner that balances landowner/development intentions, with the need to respond to key planning objectives for the precinct including:

- The provision of community benefits, commensurate to the scale of development sought
- Deliver sufficient opportunity for new housing, commercial spaces, employment and community facilities.

Consistency between R-AC1 sites

The submission notes that other sites coded R-AC1 within the precinct were prescribed differing building heights and other development standards.

The submission raised concern with the 6 storey height limit, noting this was inconsistent with the R-AC1 coding (which has a building height of 9 storeys).

Variations in base height provisions across R-AC1 sites reflect differing site contexts, including interface conditions, surrounding built form, and integration with heritage, public realm, and movement networks. The Precinct Structure Plan applies a context-specific approach rather than a uniform standard, consistent with R-Codes.

Community benefits framework

The submission objected to the community benefits framework in the absence of a more detailed framework demonstrating benefit need and a clear mechanism to calculate the value of in-kind benefits.

The community benefits framework (Part 1, Section 2.3; Table 10) establishes a mechanism whereby additional development potential may be achieved where defined public benefits are delivered. The framework is consistent with State planning policy and is intended to ensure that increased development intensity contributes to improved public outcomes.

Importantly, built form provisions of the Precinct Structure Plan result in a yield of additional dwellings and commercial floorspace that address the requirements of *Perth and Peel @3.5million*, the Town's Local Planning Strategy and the Economic and Retail Needs Assessment accompanying the Precinct Structure Plan. Yield modelling includes assumptions for sites which might not develop, or might not develop to the full potential permitted under the plan. Therefore, all additional height offered within the Precinct Structure Plan would result in development yields which exceed growth obligations. For that reason, additional building height is offered purely on a:

- Voluntary basis, taken up at the discretion of the developer
- For infrastructure that is not 'required' for the functioning of the precinct, but rather for its general improvement and functionality
- Only where a developer sees provision of the benefit as being overall commensurate and beneficial, compared to the additional development potential sought.

The need to establish 'need' pursuant to State Planning Policy 3.6 – Development Contributions falls away in this context. This approach provides for the potential for overall improvement to the precinct for forms of community benefits that are 'nice to have' improvements, rather than necessary, enabling, infrastructure.

The framework identifies the types of eligible benefits and establishes a points-based system to guide delivery. Detailed implementation, including valuation of in-kind contributions, is addressed at subsequent planning and development stages and is not determined at the Precinct Structure Plan stage. It is likely in-kind contributions will be negotiated on a case-by-case basis, where provision of the benefit is mutually beneficial for developer and the in-kind landowner party (most likely the Town).

A Needs Assessment and more developed cost-sharing framework is needed

The submission identifies that a Needs Assessment for benefits and more developed cost-sharing framework ought to be prepared prior to implementation of the Precinct Structure Plan.

As described above, the benefits are voluntary and do not relate to needed infrastructure. Provision of benefits is optional to proponents and relate to items where 'need' cannot be demonstrated (i.e. streetscape improvements).

Section 2.3 includes provisions that require benefits to be provided in a manner consistent with an adopted local planning policy of the Town (refer (h)) and provides the option for proponents to enter into a deed of agreement with the Town to deliver benefit items (refer (k)).

West Road and public realm upgrades

The submission noted concern with the level of detail provided in landscaping/public realm plans for the West Road reserve and the adjacent Bassendean Oval reserve. The concern is raised on the basis of ensuring alignment between public realm changes occurring on Lot 2 (by Hawaiian) and on Bassendean Oval.

The Mixed Street Node concept along West Road (Part 2, Figure 18) provides strategic design guidance for future public realm improvements and integration with surrounding development.

The Public Realm and Landscape Plan (Map 9) identifies key public space opportunities across the precinct. Detailed design, configuration, and delivery of these spaces are not resolved at the Precinct Structure Plan stage and are subject to further planning and design development.

Mid-block links

The submission noted objection of the requirement to provide a mid-block link between West Road and Whitfield Street. The requirement for mid-block links (Section 2.2.5.7; Map 7) is identified in “the general area shown” to allow flexibility in alignment and design.

The provision is intended to apply where redevelopment occurs at a scale that enables improved permeability and connectivity. It is not intended to prescribe a fixed alignment or apply in a manner that conflicts with existing built form or operational requirements for minor works.

The current wording of the provision does not make clear that the provision of the mid-block link on Lot 2 West Road should be provided (a) as a community benefit, (b) only upon comprehensive redevelopment of the site, and (c) in accordance with a Local Development Plan setting out the redevelopment staging and intent for the land.

The wording of the provision warrants amending to reflect the above.

Street setbacks

The submission raised concerns regarding the consistency of street setback requirements across the site, with a 2 metre setback required on the north and west sides of the site, whereas a nil setback is permitted to other street boundaries (Section 2.2.5.2; Map 4), subject to ground floor uses being non-residential.

Given the active and passive frontages proposed at the boundaries where the 2 metre setback currently applies, the provision warrants amending to allow nil setbacks to each side of the site. The Local Development Plan, or a development approval process will assess the suitability of individual developments in achieving appropriate design outcomes based on the proposed setbacks.

Public open space contributions

The submission raised concern with the structure and wording of provisions in Section 2.1.2 Contributions for public open space. It identified that provisions relating to public open space are to be modified by the State government in the future, in line with the WAPC’s Position Statement: Public Open Space released in December 2025. These concerns are recognised and modifications to 2.1.2 should be made to enable consistency with State government policy relating to open space provision.

Sustainable development (Green Star requirement)

The submission raised concerns regarding the Green Star requirements being in conflict with the Town’s LPP2 – Sustainable Development. LPP2 does not apply to development under Volume 2 – Apartments of the R-Codes, meaning it does not apply to Lot 2 West Road.

The requirement for new development exceeding 3,000m² to achieve a minimum 5-Star Green Star rating (Section 2.2.5.12) aligns with the Town’s broader policy framework and sustainability objectives.

One-Way conversion of Old Perth Road

The submission raised concern with the potential one-way conversion of Old Perth Road between Guildford Road and Wilson Street. The potential one-way conversion of Old Perth Road is identified as conceptual design guidance (Part 2, Figure 20; Section 2.2.5.7) rather than a statutory requirement of the Precinct Structure Plan. It reflects the guidance contained in the Town Centre Masterplan.

Any change to traffic arrangements would require detailed assessment, including consideration of movement, safety, and economic activity.

Data limitations

Quantitative data has several limitations considering the information obtained:

- Limited scope: Quantitative data is limited to the questions asked in the submission form or experiment.
- Data depth: Quantitative data only provides numerical information and does not capture the nuances of human experiences.
- Inability to capture complex phenomena: Some phenomena are difficult to measure quantitatively. For example, emotions, feelings, and perceptions cannot be easily measured using numerical scales.
- Limited insights: Quantitative data may provide statistical significance, but it does not provide insight into why or how a particular phenomenon occurs.
- Dependence on assumptions: The analysis of quantitative data often relies on statistical assumptions such as normality, independence, and homogeneity of variance. Violations of these assumptions can lead to inaccurate conclusions.
- Potential for measurement errors: Quantitative data can be subject to measurement errors due to issues such as sampling bias, respondent bias, or measurement error in the submission form questions.

Qualitative data has several limitations that are noteworthy when considering the information obtained:

- Subjectivity: Qualitative data is subjective, meaning that it is influenced by the GHD's interpretation of the data.
- Limited generalisability: Qualitative data typically involves a small sample size and is not statistically representative of a larger population. Therefore, the findings from qualitative research cannot be generalized to the larger population.
- Limited quantification: Qualitative data cannot be easily quantified, which can make it difficult to compare and combine with other types of data. This can limit the ability of GHD to draw conclusions and make recommendations based on the findings.
- Potential for researcher bias: The interpretation of qualitative data can be influenced by the interviewee's biases, beliefs, and assumptions, which can lead to inaccurate conclusions and interpretations.

Appendix A

Call-to-Action responses

#	How old are you?	Can you describe your connection to the Town of Bassendean? Tick any that apply.	Why are you interested in becoming a member of the Citizen Panel?	What opportunities do you believe the Bassendean Precinct Structure Plan could address?
1	19-35 years	I live in Bassendean;I work in Bassendean;I regularly visit the Town Centre (e.g. shopping or dining);I participate in local events/activities;	I would like to help shape the future of the Town of Bassendean and feel that a younger demographic is required to counteract the quite vocal 'keep everything as is' attitude that can be seen in the Town of Bassendean community, typically from the older generation. This precinct plan will determine whether the Town can achieve its goal of becoming a vibrant community hub, so it is important that a range of views in captured by the Citizen Panel, not just the retirees.	High density development around the Town centre will be essential in the future to house Perth's growing population, whilst minimising urban sprawl. This will allow more efficient location of services and increase clientele for local businesses. Sensible precinct planning can ensure this is undertaken in a manner to maintain public open space, 'green' the urban landscape and promote more sustainable living values that can be achieved by creating '15-minute city' concept.
2	51-65 years	I live in Bassendean;I regularly visit the Town Centre (e.g. shopping or dining);I participate in local events/activities;	I have lived in the area for 29 years, and my children both grew up as keen explorers of the wetlands while attending local schools. Before retirement, I worked in education and project management.	Community coherence to balance competing needs and interests as we contemplate an increasingly unpredictable future together.
3	66 years +	I live in Bassendean;I belong to a community group or organisation;I participate in local events/activities;I work in Bassendean;I do a lot of voluntary work.;	It is a precious community asset and any changes need to be made with a long-term view. I'd like to contribute to that discussion.	It's a chance to secure a good-size, well designed area that works well for cultural events, concerts markets etc. The possibility of relocating the town administration is exciting.
4	36-50 years	I live in Bassendean;I regularly visit the Town Centre (e.g. shopping or dining);I participate in local events/activities;	Would like to be a part of shaping the future vision of this town and how amazing it can be.	Reduced vacancy, greater foot traffic, bring life back to old Perth road.
5	51-65 years	I live in Bassendean;	I have a strong interest in built form, as an ex-architect, (no longer practicing). As a resident, I can appreciate the Towns commitment to shaping the towns future, using its natural assets as well as long term planning requirements and environmental strategies.	As a green river suburb, it has both ecological and recreational potential. The success of the entire area is dependent on a Town Centre having population density to support activities and business giving Bassendean a 'sense of place'.
6	66 years +	I live in Bassendean;	I love Bassendean and believe community involvement is very important in building for the future.	More street markets, opportunities for live music, a weekly farmers market.. encouraging small businesses to flourish along old Perth Road

#	How old are you?	Can you describe your connection to the Town of Bassendean? Tick any that apply.	Why are you interested in becoming a member of the Citizen Panel?	What opportunities do you believe the Bassendean Precinct Structure Plan could address?
7	51-65 years	I live in Bassendean;	I'm passionate about shaping Bassendean's future, preserving its heritage while fostering a thriving town centre for business and residents.	Crime and security, aesthetics (building on the history of the location). Diversity of business, removal of graffiti. Better lighting / character lighting / paint and signage to really emphasise the historical and community feel of the area. Cross promotional activities with local businesses. Side street buildings being cleaned up. Family friendly events, cross sharing of activities between businesses.
8	66 years +	I live in Bassendean; I regularly visit the Town Centre (e.g. shopping or dining); I participate in local events/activities; I am a member of a local sport team/club;	I like to know what is being planned for the area and want to see it suits everyone	Safe walking and shopping areas offering nice areas that have planter boxes so area is pretty and with enough seats to sit and enjoy the area. an area that shops want to open up in and a nice area for coffee catch ups and dining and areas can also be used for markets etc
9	19-35 years	I live in Bassendean; I regularly visit the Town Centre (e.g. shopping or dining);	I am a local government and planning professional of over 13 years. I also used to work at the Town so I am familiar with the history of the area, current land tenure and challenges it faces.	It should focus on the real positives that Bassendean has going for it; two train stations in close proximity, residential streets adjoining the centre that have an abundance of on street parking bays, minimal impacts of overshadowing, large landholdings in single person ownership, (comparatively high) property values and a lack of redevelopment to date.
10	19-35 years	I live in Bassendean;	As a recent new home owner in the heart of Bassendean, on Rosetta Street, near the oval I have a strong interest to participate to the ongoing discussions of this place and see this as an awesome opportunity to be able to connect with the wider community to share my knowledge as well as to learn more about the area, its history and future vision. I have a strong background in urban planning and town centre development from 10 years experience as a Place and Economic Development manager at neighbouring local government agencies as well as a legal background and from currently working in the state government in strategic policy, infrastructure and regional development in leading roles. I am confident I can comfortably contribute to the discussions understanding the language and provide innovative ideas to help enable productive outcomes for the community. In addition I am interested to bring my experience and knowledge in inclusion and diversity to help enable	<p>The Bassendean Precinct Structure Plan is an awesome opportunity to revitalise the town centre, improve connectivity, promote sustainable development, and foster community engagement. The plan can create goals to create a pedestrian-friendly environment, improve public spaces, and attract new businesses as well as grow existing ones. It also can address connectivity issues within the precinct and surrounding areas, enhance public transport options, road infrastructure and cycling access. The plan also can bring goals in sustainably ie through renewable energy, reducing car reliance, and incorporates green spaces. The plan can stimulate economic growth by creating local business growth opportunities. Overall, the plan represents a unique opportunity to shape the town's future.</p> <p>For me it also presents a crucial opportunity to create a more inclusive and equitable town center. By explicitly incorporating diversity and inclusion goals, the plan can ensure that the needs and aspirations of all residents are considered. This could involve:</p> <p>Promoting accessibility: Ensuring that the built environment is</p>

#	How old are you?	Can you describe your connection to the Town of Bassendean? Tick any that apply.	Why are you interested in becoming a member of the Citizen Panel?	What opportunities do you believe the Bassendean Precinct Structure Plan could address?
			<p>11Bassendean uplift its profile as a safe place to live and visit. I have helped lead local governments such as the City of Bayswater improve their diversity and inclusion profile by leading their first LGBTQIA programs and engagement strategies which led to the development of its Access and Inclusion plans, annual LGBTQIA events calendar, one of Perth's first LGBTQIA public artworks and incorporating diversity and inclusion within their planning frameworks to enable safer public spaces. This led to the City being celebrated through the Institution of Public Administration Awards in LGBTI inclusion. As a gay man living in the Bassendean community I want to help elevate the Town to be a known destination and place to live for my community and know I have the experience to provide this connection. I know this is a great and safe place to be but I see opportunity for Bassendean to continue to grow in this field and want to help. Ultimately I am civic driven to join this role and would use it as an opportunity to connect across the community and share my knowledge for the betterment of the Town.</p>	<p>accessible to people of all ages and abilities, including those with disabilities.</p> <p>Fostering cultural diversity: Encouraging a mix of businesses and services that cater to the diverse cultural backgrounds of the community.</p> <p>Creating safe and inclusive public spaces: Designing spaces that are welcoming to everyone, regardless of their gender, sexual orientation, or cultural background.</p> <p>Supporting affordable housing options: Ensuring that the plan includes provisions for affordable housing to promote social and economic diversity.</p> <p>Engaging with diverse communities: Actively seeking input and feedback from all members of the community, including those from underrepresented groups.</p>
11	36-50 years	I live in Bassendean;I regularly visit the Town Centre (e.g. shopping or dining);I participate in local events/activities;I am a member of a local sport team/club;	I love living in Bassendean and would really love to see the town centre achieve a real vibrant, diverse and inclusive culture and environment that locals and others want to come and enjoy. I used to work in the urban development industry and feel my experience and knowledge in that space could be helpful in the process, as well as bringing my personal aspect of being a local resident and active user of the area.	Strategy to bring more diversity of business on the highstreet and encourage more visitors. Ensure the local feel and look of bassendean is maintained and integrated.
12	51-65 years	I live in Bassendean;I regularly visit the Town Centre (e.g. shopping or dining);	I have been a resident of Bassendean for 25 years. I am very interested in being considered for the Citizen Panel and contributing to the strategic direction of our town centre. With 24 years of experience in sporting, education and community architecture in Perth, I believe I can offer valuable insights and ideas for the panel's discussions. I am also available to attend the workshops and contribute meaningfully to the process.	Not answered

#	How old are you?	Can you describe your connection to the Town of Bassendean? Tick any that apply.	Why are you interested in becoming a member of the Citizen Panel?	What opportunities do you believe the Bassendean Precinct Structure Plan could address?
13	36-50 years	I live in Bassendean;I regularly visit the Town Centre (e.g. shopping or dining);	I believe in the future of Bassendean as a vibrant and dynamic town, that takes into account the diversity in needs of its townspeople (disability, age etc)	The current status of Old Perth Road, the utilising of empty space for both pop up retail as well as artistic opportunities (performance art, classes, galleries etc)
14	19-35 years	I live in Bassendean;I regularly visit the Town Centre (e.g. shopping or dining);I participate in local events/activities;	I live within the town centre and wish to see delivery of transport oriented development but at a moderate scale that spreads further into the suburb	The retention of character and architectural languages that already exist within the area. Enhancing old Perth road and its tributaries. Potential expansion of the upzoning previously undertaking in the latest Ips. Consideration of upzoning north of the tracks to an apartment zoning
15	19-35 years	I live in Bassendean;I regularly visit the Town Centre (e.g. shopping or dining);I belong to a community group or organisation;I participate in local events/activities;I am a member of a local sport team/club;	When attending town events, the discussion often turns to activating our three station precincts. Would love to help raise what I've heard, and shape sensible outcomes. I was also involved in the most recent community consultation about town planning (2023-24).	Events activation is recognised as a useful tool, and there have been some great ideas to deliver this in Basso. Also, planning for reasonable density is important and needs to align with previous planning efforts.
16	51-65 years	I represent commercial business (e.g. developer);	Hawaiian is a key stakeholder due to our ownership of Hawaiian's Bassendean.	Primacy of retail uses at Hawaiian's Bassendean and increased density of residential in the Town Centre.
17	36-50 years	I live in Bassendean;I regularly visit the Town Centre (e.g. shopping or dining);I belong to a community group or organisation;I participate in local events/activities;I am a member of a local sport team/club;	I've lived in Bassendean for over 18 years, which is the longest time I've ever lived in one place. We made Bassendean our home. As many families move away to chase alternative highschool options, we have deliberately based ourselves in Bassendean as we love the community and what the Town has to offer. However, there is lots more potential. I am actively engaged and involved and would love the opportunity to participate in the citizen panel - to both learn about future plans and options, as well as to proactively provide a community perspective.	Re-vive and enliven the town centre (diversification and activation), access to open green space and consideration of existing and future tree canopy, diversity of living options, access to community spaces and facilities, event spaces and infrastructure, recognition of our history and natural environment - and likely much more, which will only become apparent once further details are shared.
18	36-50 years	I am a local business owner;I represent commercial business (e.g. developer);I regularly visit the Town Centre (e.g. shopping or dining);	Our team, Place Development is a specialist Perth-based property delivery team driving projects through the phases of acquisition, master planning, design and delivery. I am a registered architect and a member of the City of Bayswater design review panel and currently live in Maylands, so frequent the Town often.	Policies and framework Land use and car parking Built form structure and design outcomes Precinct ecology and streetscape improvements Public realm design excellence / quality Sustainability targets

#	How old are you?	Can you describe your connection to the Town of Bassendean? Tick any that apply.	Why are you interested in becoming a member of the Citizen Panel?	What opportunities do you believe the Bassendean Precinct Structure Plan could address?
			Our team recently opened a new business in the Town Centre (Voi Voi) of which we purchased the site and currently operate the business.	
19	19-35 years	I live in Bassendean;I regularly visit the Town Centre (e.g. shopping or dining);I am a local business owner;I belong to a community group or organisation;I participate in local events/activities;	<p>I adore this area and look forward to this being our home for many decades to come. I feel strongly about community connection and being part of vibrant sustainable and supportive neighbourhoods. I'd love to contribute my perspective to help achieve the panel's aims and improve engagement.</p> <p>I represent a good cross section of interests and demographics in the area. My husband and I are part of a few community groups and attend events, and we've made good friends with neighbours as a result. We've had a stall at the Bassendean Markets. I shop at Hawaiians and on Old Perth Road. I go to physio and do yoga in the Town. We catch the bus up the Bassendean Hotel, and worship the Old Trout. We run a small business from home, but also both work full time in health law and education support. Our children are aged 1 and 2, and attend childcare in Bassendean, and I'm part of two current mothers groups set up but the Bassendean Child Health Nurse. In a few years, my kids will likely go to Ashfield Primary. I'm a passionate and enthusiastic person, but my approach to collaboration is pragmatic and level headed. I would be grateful for the opportunity to be a part of this work.</p>	<p>I'm really interested to learn more about the injection that higher density housing could bring to the area, and the dream that the Town can be more accessible, more diverse and more appealing to lots of different groups and types of people is one I'd love to put my voice behind.</p> <p>The train line and the splinter transport options off the train line are key to our growth and connection, and the options to get off the train and do your shopping, link up with kids or spouse or friends for a drink or a bite to eat, or get some exercise in at a rec centre or pool, before heading home should be better.</p> <p>Thanks for considering my point of view. Kind regards Faye</p>
20	19-35 years	I regularly visit the Town Centre (e.g. shopping or dining);I live in Eden Hill, and shop for groceries in Bassendean Town Centre, but want to spend more time there.;I live in Bassendean;	<p>I am a fan of good town planning, and passionate about activating spaces for community needs. Everyone would define 'community need' differently, so I am keen to be a part of developing a shared understanding. I remember when Bassendean was a destination (so to speak), and I am interested in helping to re-establish that.</p> <p>I have grown up/lived in remote/regional WA, metropolitan Melbourne, and metropolitan Perth. I</p>	<p>1. I'm a firm believer that small businesses (depending on what their business is of course) create/enables/facilitates their own sets of community, ultimately contributing to community turnout (e.g., good coffee, bike shops, etc.).</p> <p>2. Digging deeper into out the 'whys' and 'hows' of previous and future consultation. Making sense of surface-level community engagement, to reach tangible outcomes that are going to benefit the wider community.</p>

#	How old are you?	Can you describe your connection to the Town of Bassendean? Tick any that apply.	Why are you interested in becoming a member of the Citizen Panel?	What opportunities do you believe the Bassendean Precinct Structure Plan could address?
			<p>have been a keen observer of town planning, and the impacts that good and bad policy has on people of all ages. That means, I've seen more skate parks built to solve youth crime than I care to count. There is always more to it than short-term thinking.</p> <p>Professionally, I work in government policy/advocacy projects for progressive and positive change in WA, and would be bringing a keen sense of long-term, intergenerational, sustainable and practical thinking to the Citizen Panel.</p>	
21	51-65 years	I live in Bassendean; I belong to a community group or organisation;	I believe that a dynamic town centre is essential for building a caring, connected community. Through my travels I have witnessed the positive effects of person-centric towns.	Increased people presence leading to benefits for local businesses, greater safety for residents and community ownership of place.
22	36-50 years	I live in Bassendean; I regularly visit the Town Centre (e.g. shopping or dining); I work in Bassendean; I belong to a community group or organisation; I participate in local events/activities;	Would love to have a say in how the town continues to grow with the present and future in mind.	Better foot traffic on old perth road businesses
23	51-65 years	I live in Bassendean; I regularly visit the Town Centre (e.g. shopping or dining); I belong to a community group or organisation; I participate in local events/activities;	I am a proud citizen of Bassendean and the founder of a local free community running group (Basso Runners). Currently I see a quiet uneventful commercial district but envisage a revitalised commercial district that should be competing with Maylands, Mount Lawley and Bayswater. Joining the Citizen Panel is an opportunity for me to actively contribute to making Bassendean a thriving, proud community hub that enhances the quality of life for all residents.	The Bassendean Precinct Structure Plan has the potential to transform our commercial district from a series of disconnected rundown buildings into a vibrant, competitive hub with a new commercial district developed around the new Swan District football grounds, featuring permanent farmers markets with fresh, locally-grown produce, an array of cafes and restaurants, and a range of professional services. Commercial competition fosters positive change and will revitalize the entire Bassendean to become a bustling community hub, supporting local businesses and fostering a sense of pride among residents. There is also opportunities for many community hobby and sporting groups like parkrun and walking groups to thrive, promoting health and wellness while strengthening our community.
24	19-35 years	I live in Bassendean; I regularly visit the Town Centre	As a resident and property owner in Bassendean and a civil/structural engineer, I believe the town	stricter policy on the type of small business opened in the precinct and to landlords on reducing vacancy. Outcomes that

#	How old are you?	Can you describe your connection to the Town of Bassendean? Tick any that apply.	Why are you interested in becoming a member of the Citizen Panel?	What opportunities do you believe the Bassendean Precinct Structure Plan could address?
		(e.g. shopping or dining); I participate in local events/activities;	could be doing more to maximise the potential of the old Perth road and broader Precinct. I'd like to help influence decision making which considers maximising outcomes that create appeal for better businesses to come/start in the area. primarily resulting in Bassendean being consider a hub for top quality food, drink and entertainment as well as community events.	promote better businesses to open along the precinct that are structured around modern food, drink and entertainment. Current state feels like the area is mixed use, inconsistent and divided along the strip. Effort should be made to unify the intent of areas, create a buzzing hub similar to those seen in Subiaco, Mount hawthorn or others. infrastructure should promote pedestrian use (perhaps road closure at particular times on the weekends to allow free flowing pedestrian use).
25	36-50 years	I live in Bassendean;	I have had experience in creating family friendly hubs in country towns. I would love to see our Main Street thriving.	The Main Street. Attracting families and visitors to the precinct. Make it a destination for others. Keep our locals supporting local businesses so they stay
26	36-50 years	I live in Bassendean; I regularly visit the Town Centre (e.g. shopping or dining); I participate in local events/activities;	I live in the area with my family, we plan on being a part of the community for many more years.	Community spaces, akin to swan active, Belmont hub, the rise, there needs to be consideration for young families and there needs to be a commitment to indoor community spaces built into the long term future of any project development. Bassendean is not just a housing property development and that is all I see out of any of these project works.

Appendix B

Citizen's Panel workshop presentation



Bassendean Precinct Structure Plan

Citizen's Panel Priorities Workshop
28 February 2025



Introductions & housekeeping

- Why are you here
- What do we want to achieve

Workshop purpose

- Set direction to resolve challenges
- Define the opportunities

What is a Precinct Structure Plan?

A **document** that sets out the development **vision** and **requirements** for change to **land, buildings** and the **public realm**

What is considered?

Urban Ecology



Public Realm



Urban Structure



Land Use



Movement



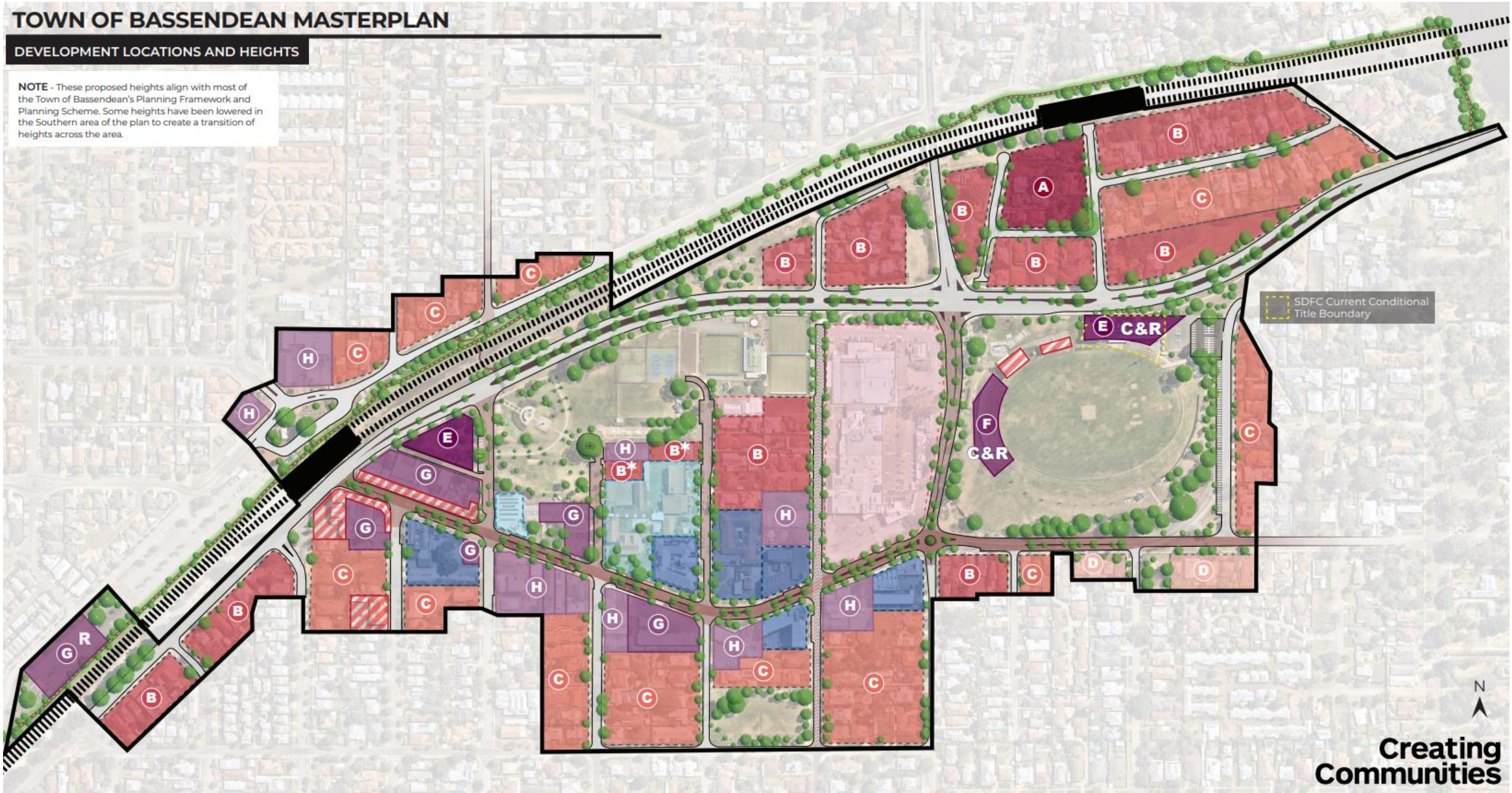
Built Form



TOWN OF BASSENDEAN MASTERPLAN

DEVELOPMENT LOCATIONS AND HEIGHTS

NOTE - These proposed heights align with most of the Town of Bassendean's Planning Framework and Planning Scheme. Some heights have been lowered in the Southern area of the plan to create a transition of heights across the area.



What are the steps?

BassenDream Our Future

2020-2023

1

Town Centre Masterplan

2021

2

Preliminary Engagement

Early 2025

3

Technical Analysis

Early 2025

4

Draft Precinct Structure Plan

Mid 2025

5

Engagement and Finalisation

End 2025

6

We are here

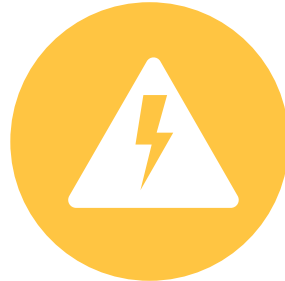


Technical reporting

**Environment, Biodiversity
and Water Management**



Local Infrastructure Servicing



Transport and Access



Cultural Heritage and Character



**Retail Needs
Assessment**



Urban Design & Built Form



What area will the Precinct Structure Plan cover?





Bassendean is a great place with great potential and preparing a Precinct Structure Plan will ensure a vibrant, thriving place into the future.



What do we value about the precinct now?



**Urban
ecology**



**Urban
structure**



Movement



**Public
realm**

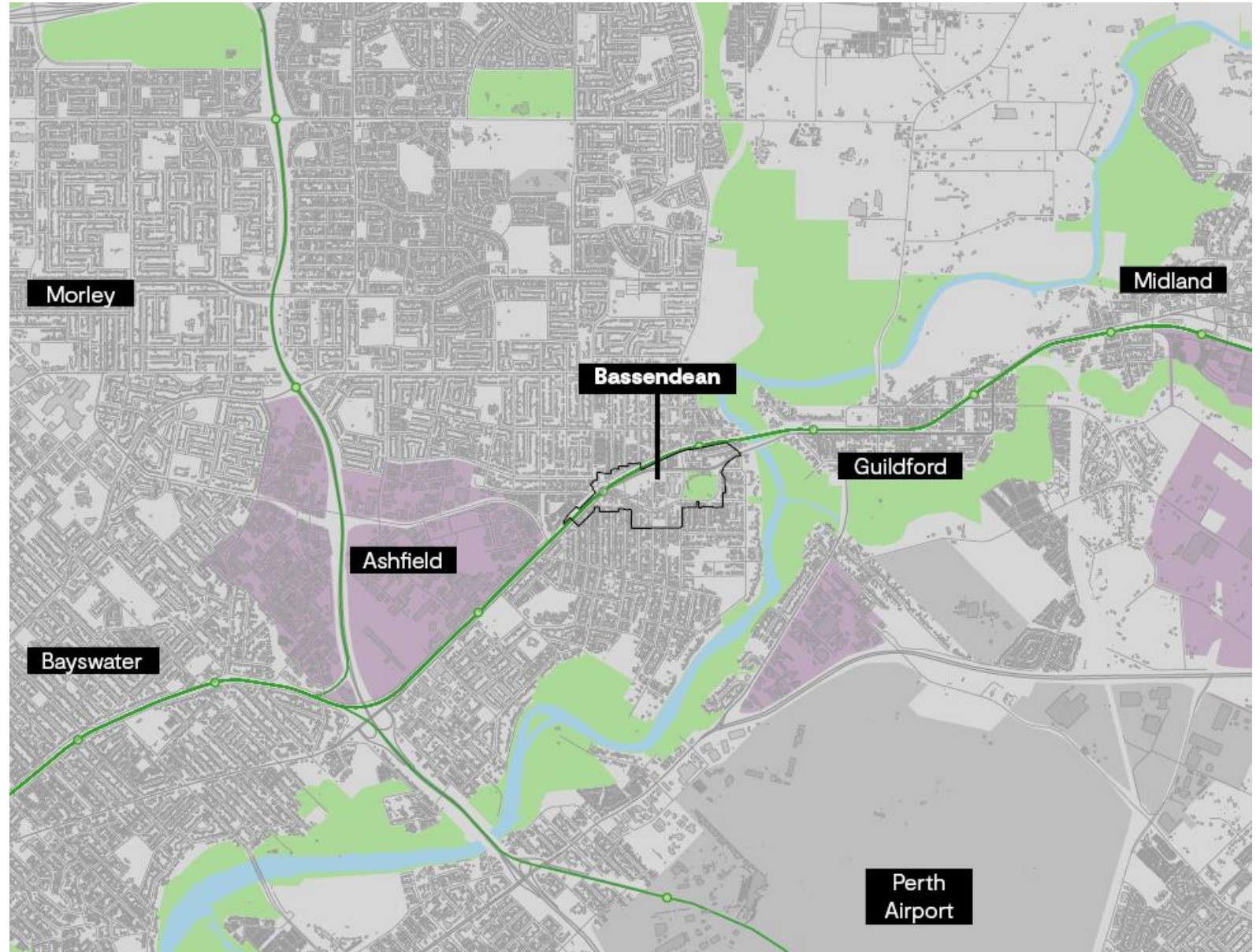


Land use



Built form

- **Perth and Peel @3.5 million** sets out objectives to consolidate population.
- The **Bassendean Precinct** is identified as a key urban consolidation area.
- Approximately **570 dwellings** within the precinct.
- The Local Planning Strategy identifies that the precinct is to accommodate between **1,209 and 2,175 additional dwellings.**



Modelling Catchment Area

10km catchment radius from Bassendean Town Centre

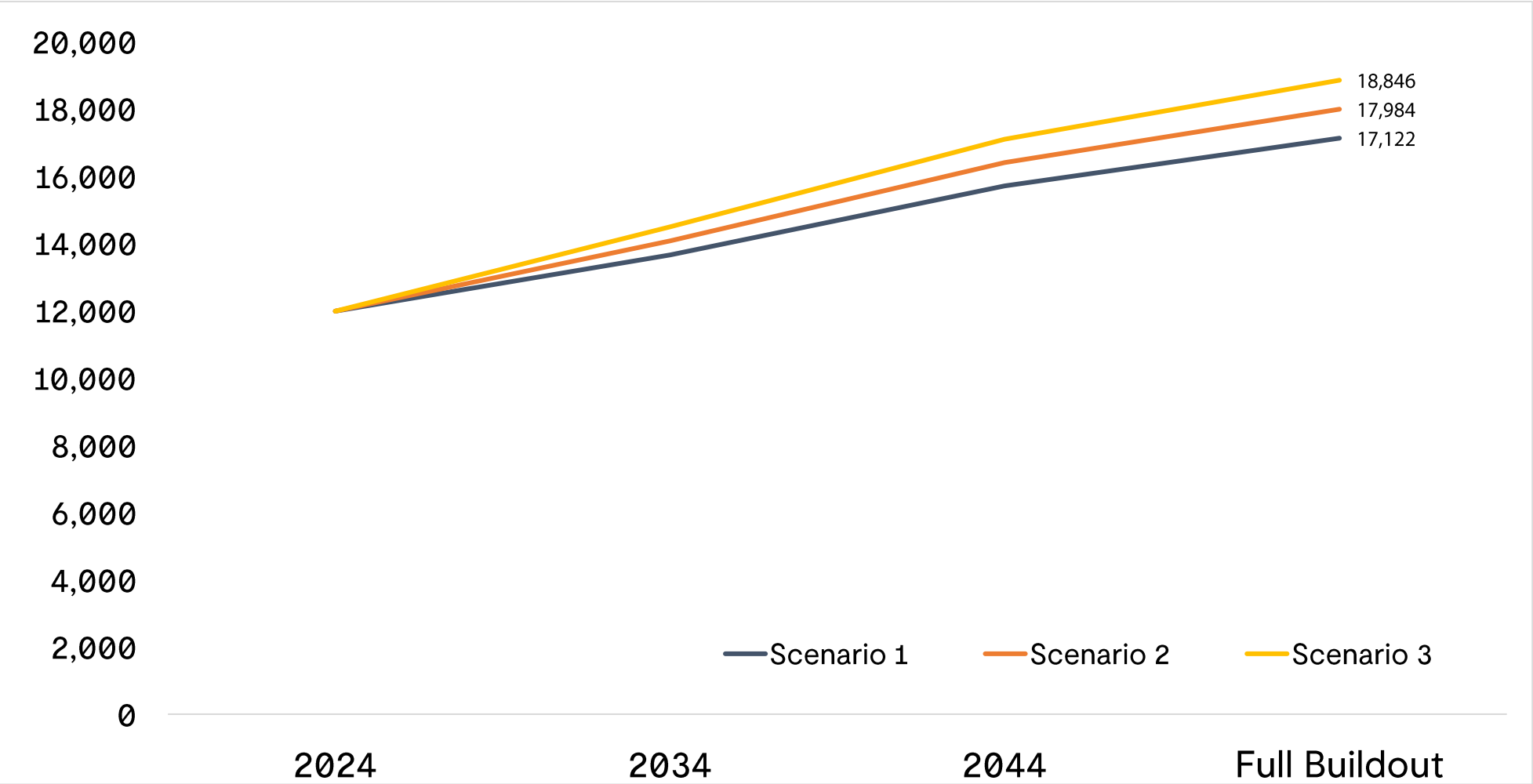
Total shop/retail floorspace included in model:

Area	Current Floorspace (m ²)
Catchment	631,193
Town of Bassendean	14,462

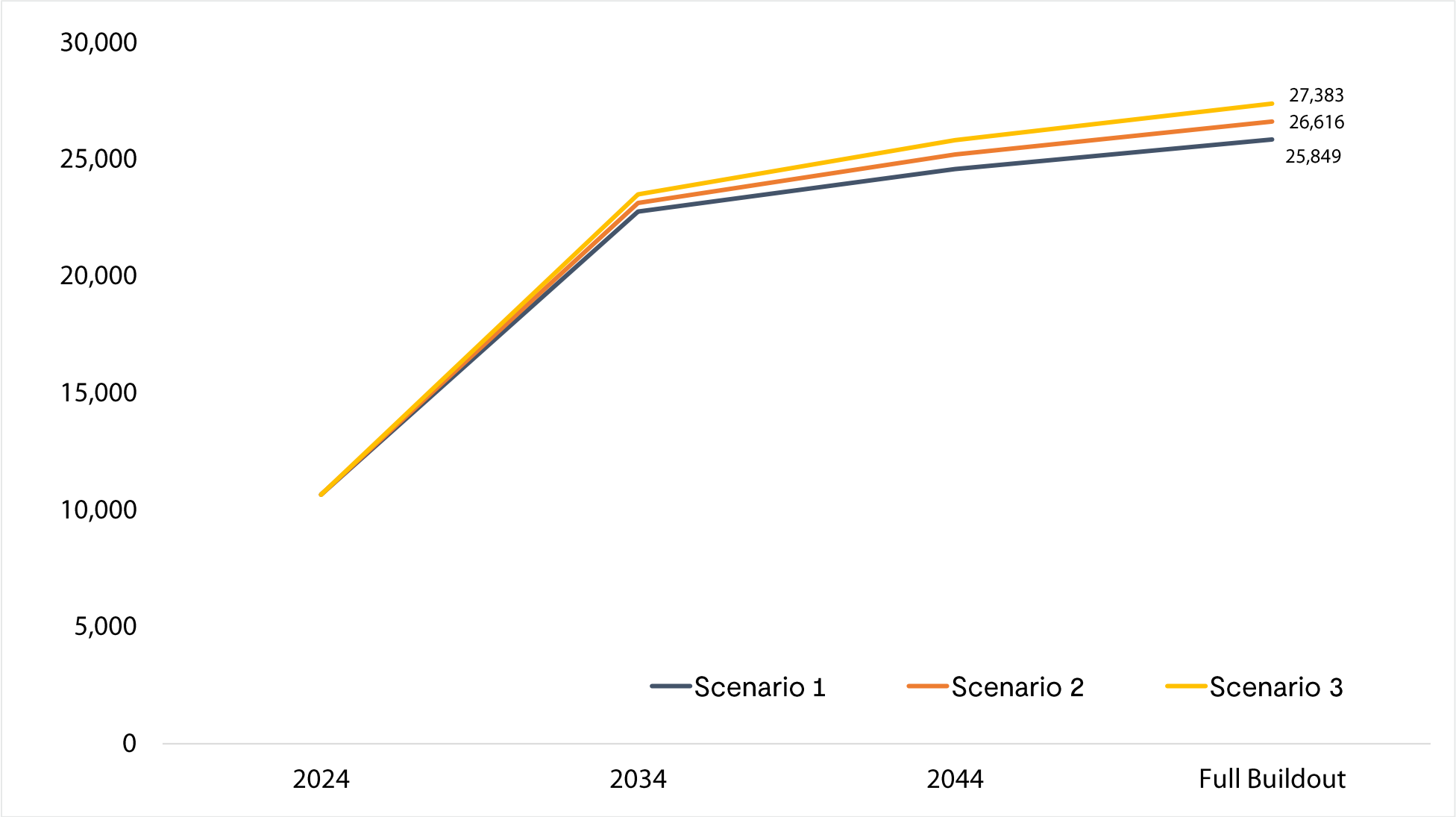
Model accounts for 91,420m² of expansions



Shop/Retail Floorspace Projections



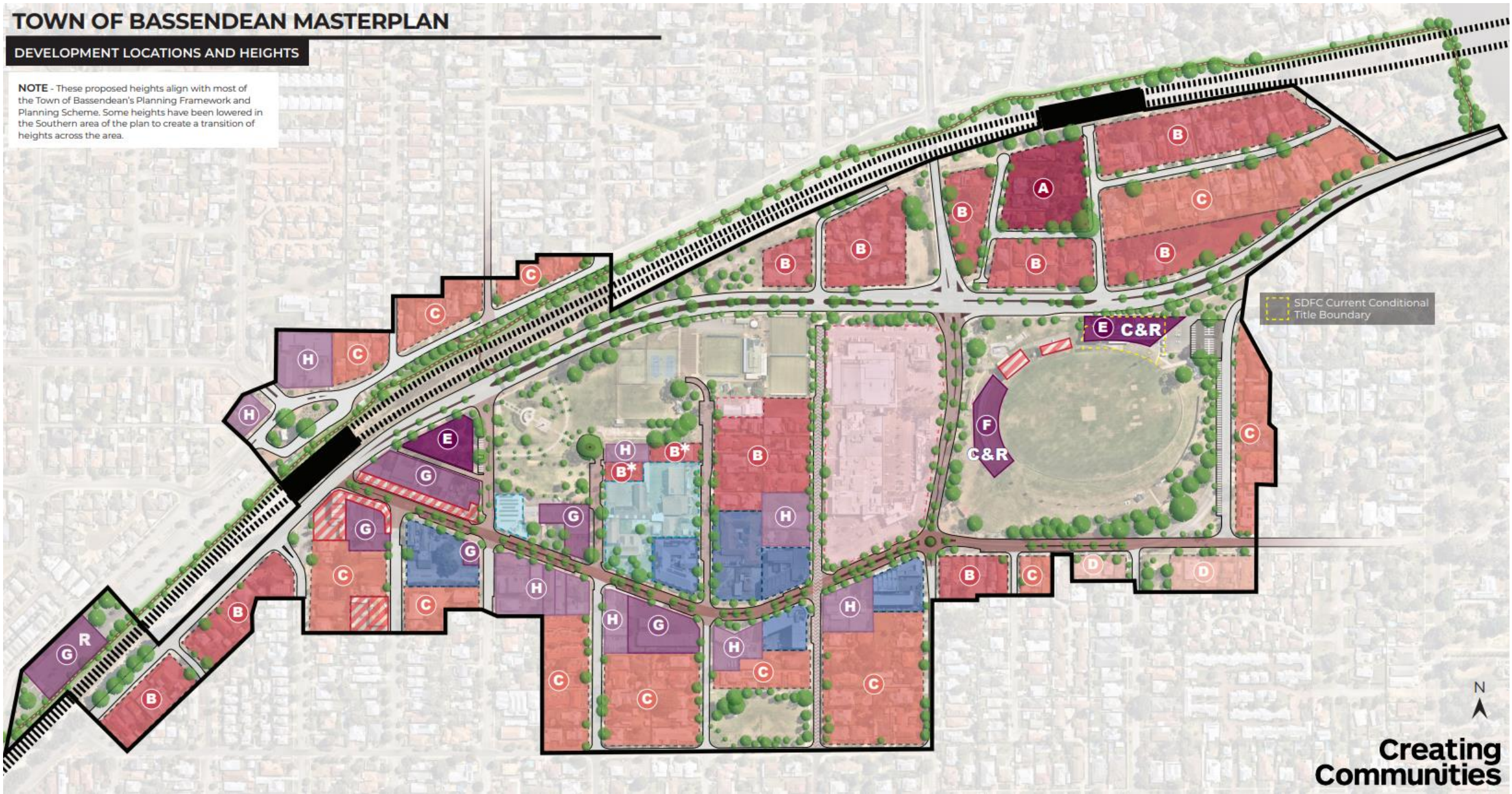
Non-Shop/Retail Floorspace Projections



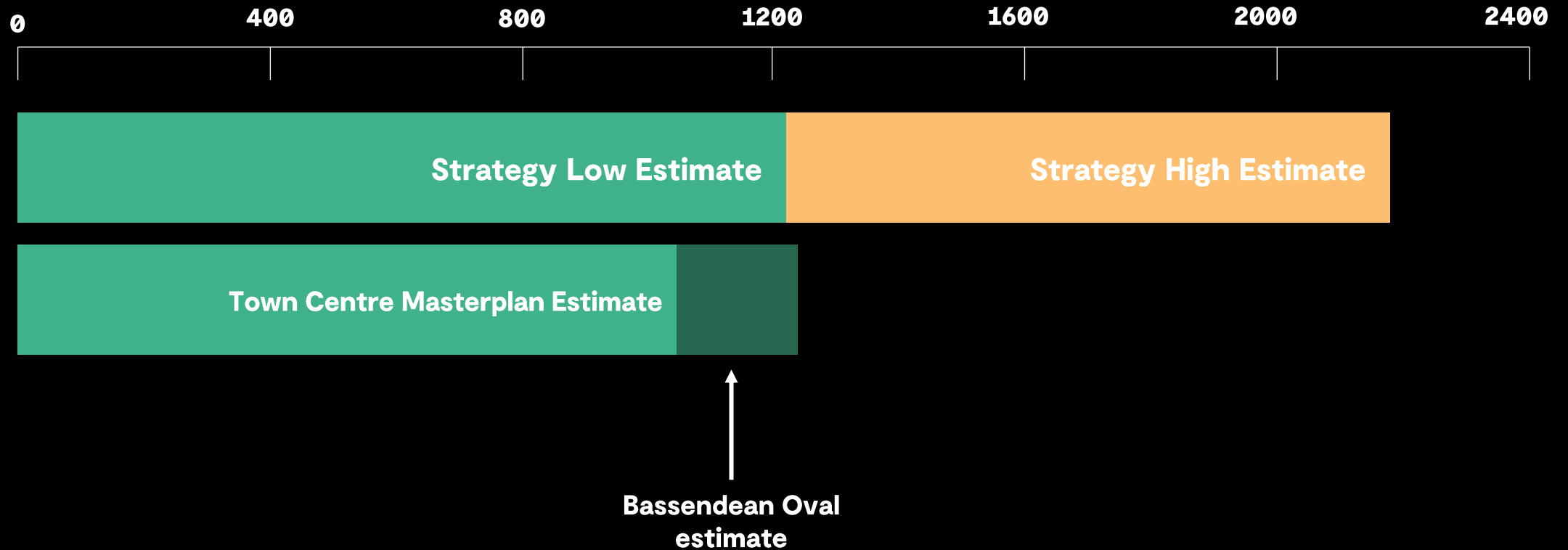
TOWN OF BASSEDEAN MASTERPLAN

DEVELOPMENT LOCATIONS AND HEIGHTS

NOTE - These proposed heights align with most of the Town of Bassendean's Planning Framework and Planning Scheme. Some heights have been lowered in the Southern area of the plan to create a transition of heights across the area.



Growth estimate (preliminary)

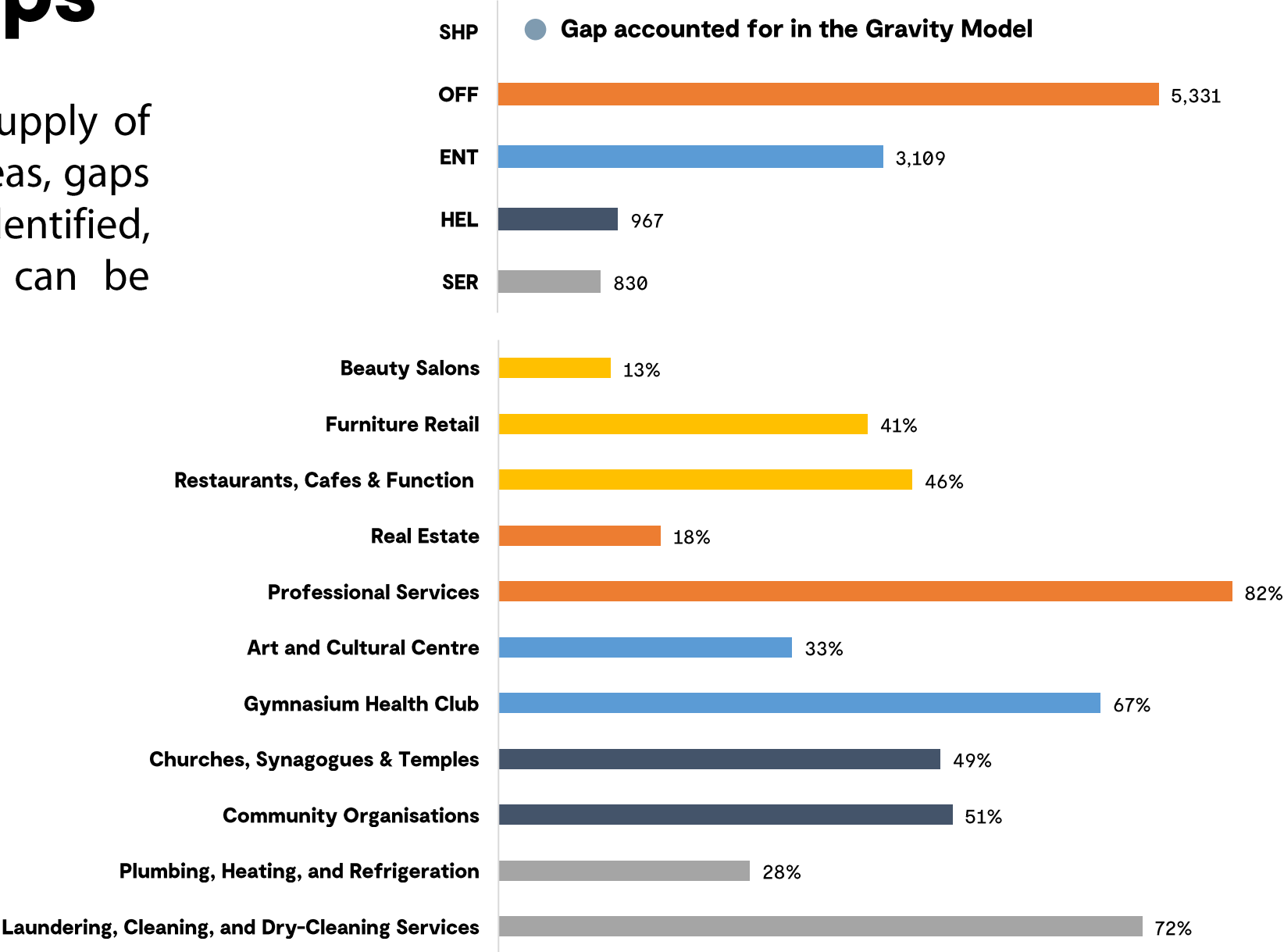


Break

Design challenges and opportunities

Floorspace Gaps

- By comparing the current supply of floorspace to benchmark areas, gaps in service delivery can be identified, and appropriate strategies can be developed to address them.
- Comparison areas:
 - Town of Claremont
 - Town of Cambridge
 - Town of Cottesloe
 - City of Belmont



Land use challenges and opportunities

Purpose of place

- District Centres focus on daily and weekly shopping needs with diversified uses
- Greater residential density supported by additional food, beverage and entertainment uses are opportunities for the Town Centre

Access

- Access is currently more focussed on motor vehicles
- Opportunity to improve pedestrian access within precinct and from public transport

Origins

- Where people arrive should be planned to maximise pedestrian traffic in front of shops

Land use challenges and opportunities

Exposure

- A higher density precinct can generate more pedestrian traffic and opportunities for shop fronts along the main street

Destinations

- Major attractors need to be appropriately located to connect pedestrians in the Town Centre

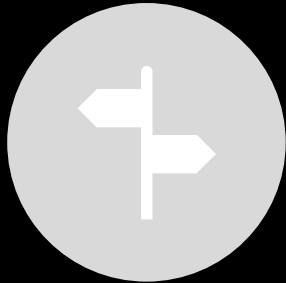
Control

- Strategic sites (i.e. corner sites as high-turnover uses) need to be identified
- Parking can be a barrier to pedestrian movement between key sites

What priorities in accommodating growth?



**Urban
ecology**



**Urban
structure**



Movement



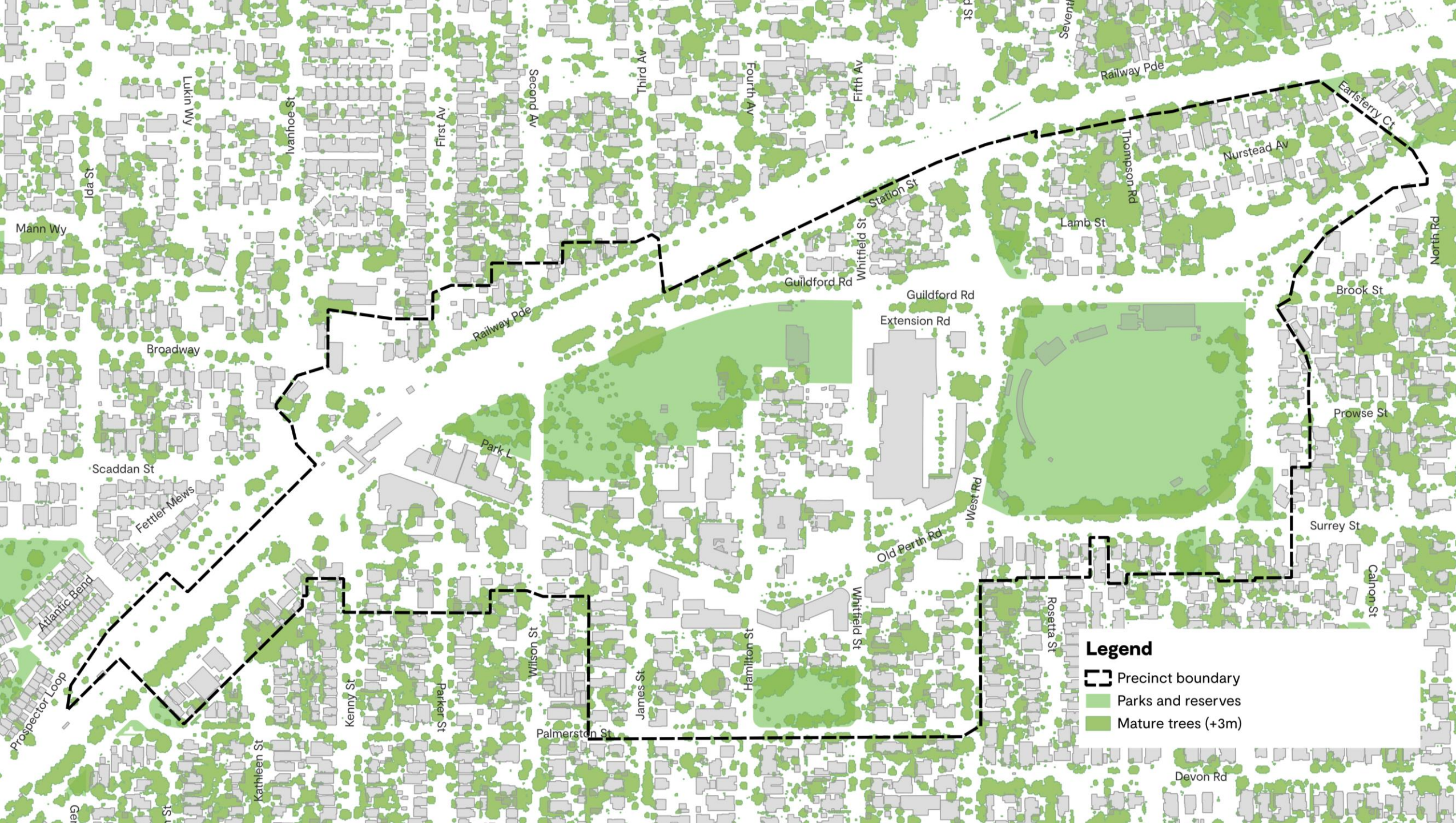
**Public
realm**



Land use



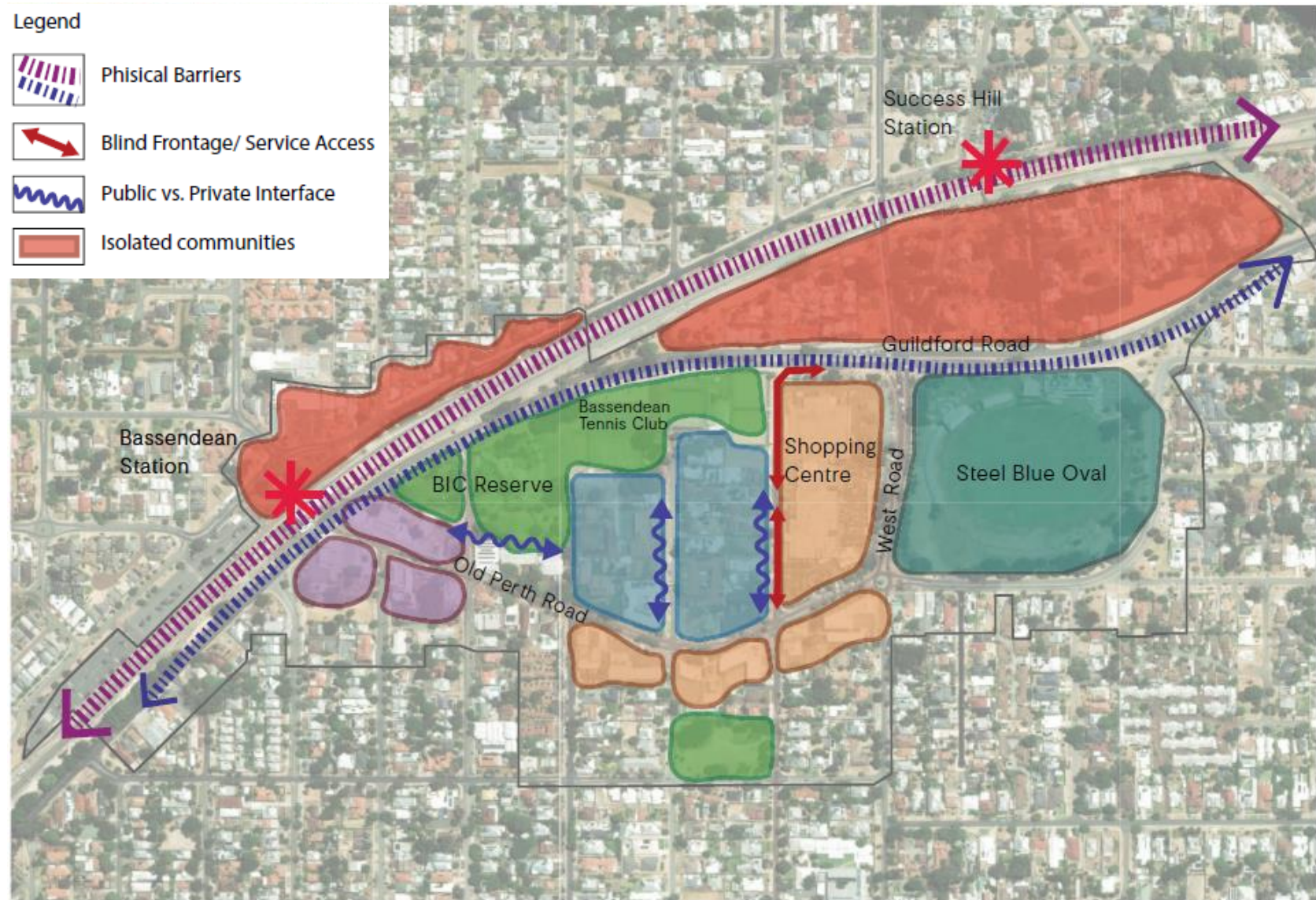
Built form



Public Realm

Constraints

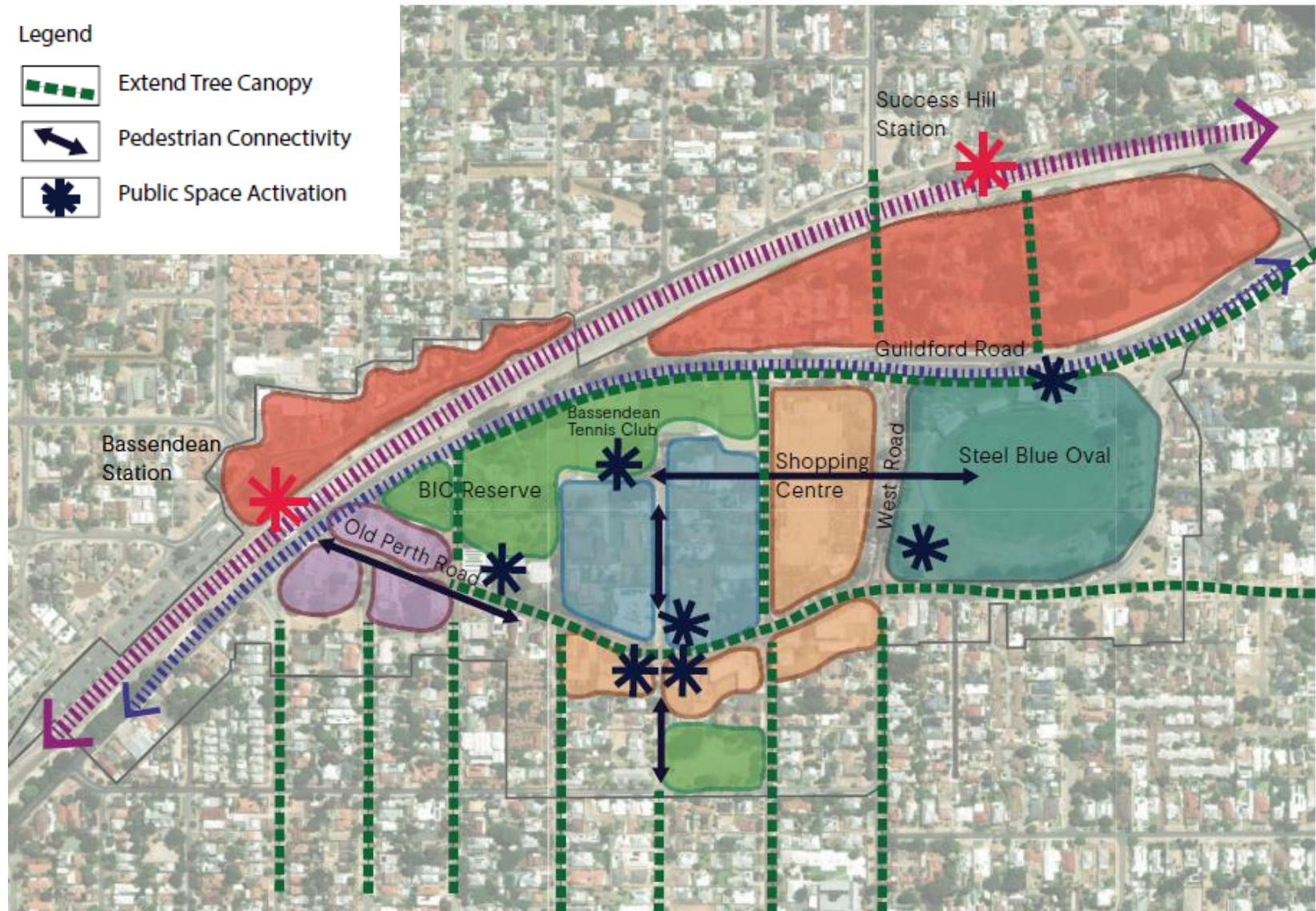
- Physical barriers
 - Guildford Road
 - Railway
- Shopping centre
 - car park interface with public realm
 - service access
- Permeability
 - physical
 - visual
- Fragmented sense of place
- Public vs private interface



Public Realm

Opportunities

- Retain and enhance character, heritage and identity
- Enhance 'village' feel and function
- Consider street typologies
- Connect existing green spaces (parks and river)
- Enhance tree canopy
- Connect public spaces
- Prioritise pedestrians
- Improve quality of public spaces
- Provide a variety of functions and activities



Public Realm

Possible outcomes

- Improved precinct connectivity
- Streetscape activation
- Urban greening



Public Realm

Possible outcomes

- Civic activation
 - permanent
 - temporary
 - shared spaces
 - event space
 - heart



Public Realm

Possible outcomes

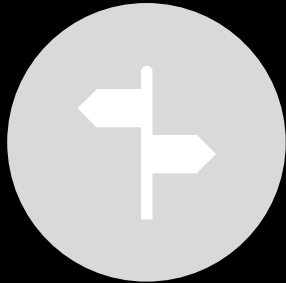
- Strong sense of place
- Embedded history and culture



What priorities in accommodating growth?



**Urban
ecology**



**Urban
structure**



Movement



**Public
realm**



Land use



Built form

Traffic challenge

Main Roads ROM24 forecast

Guildford Road/Collier Road

Guildford Road/North Road

Guildford Road/Old Perth Road

Guildford Road/West Road

~2050

+32%

+53%

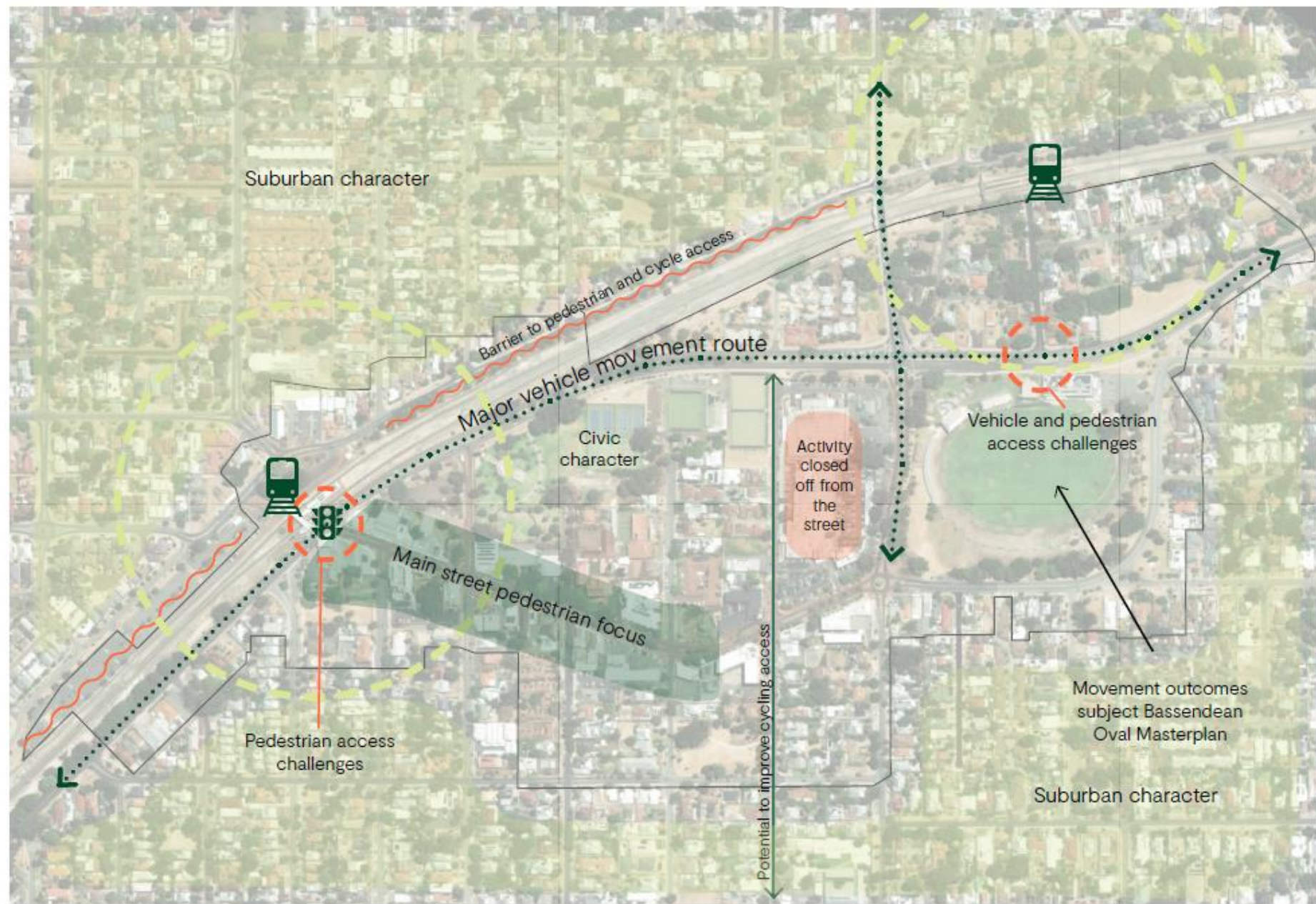
+40%

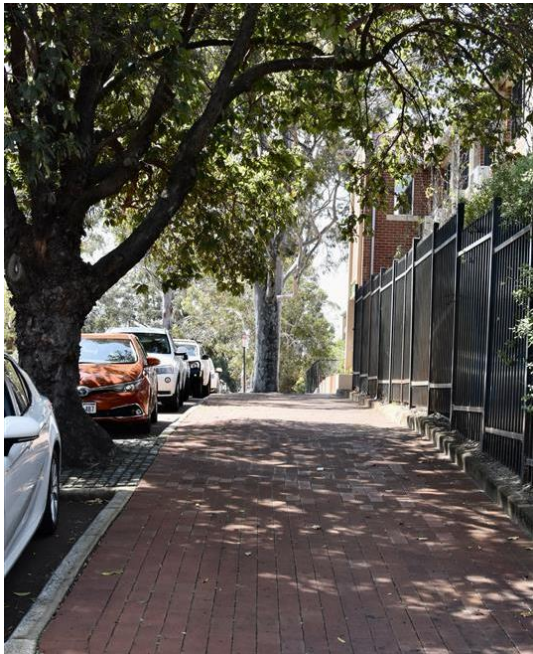
+42%



77.8% drive to work

Equivalent to ~1.2% growth
per year (compounded)

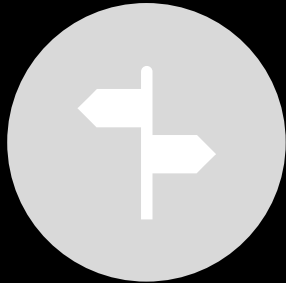




What priorities in accommodating growth?



Urban
ecology



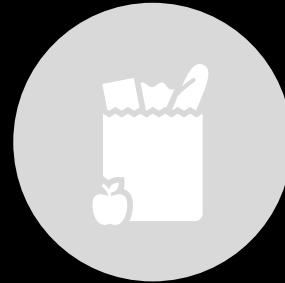
Urban
structure



Movement



Public
realm

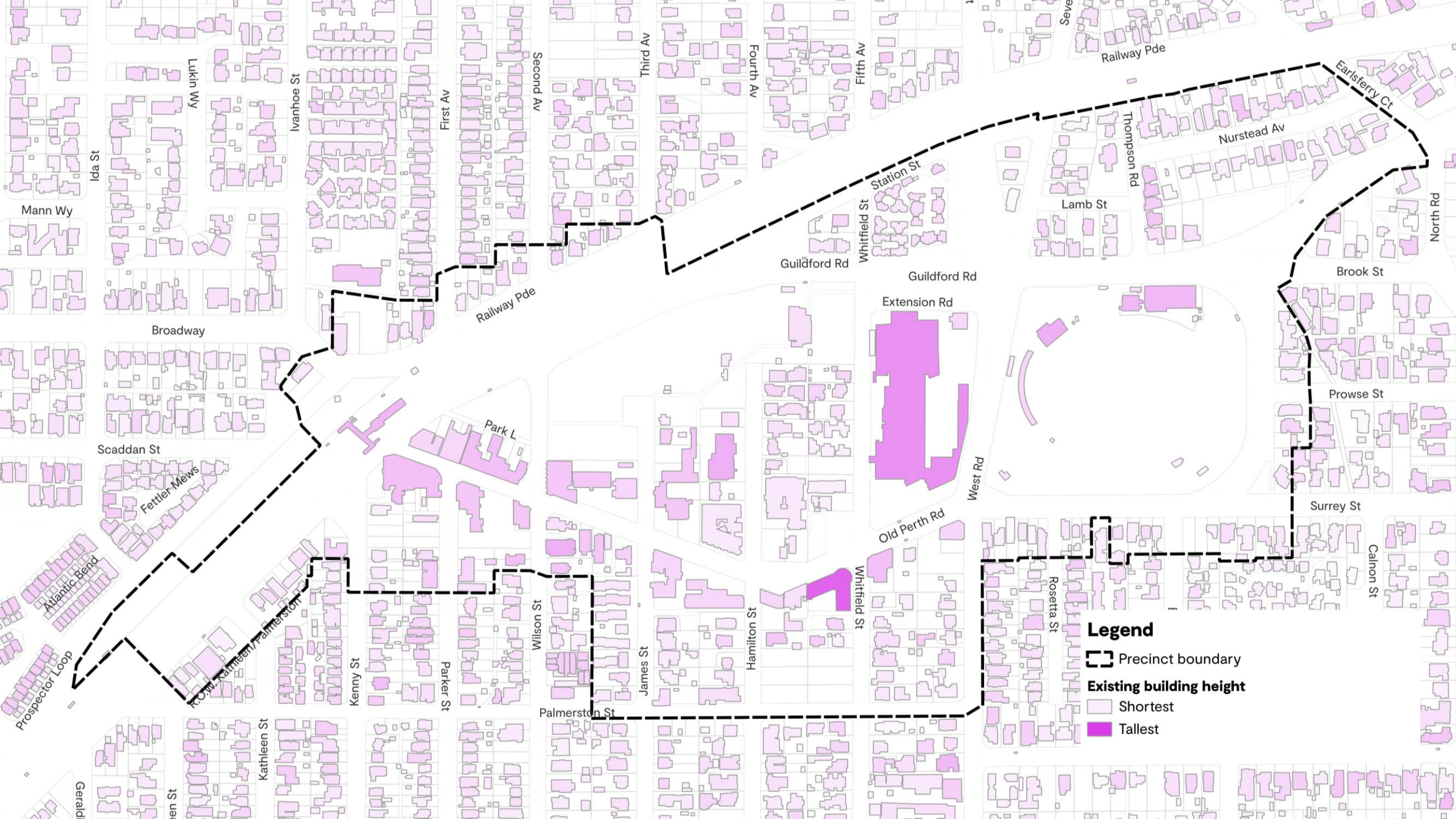


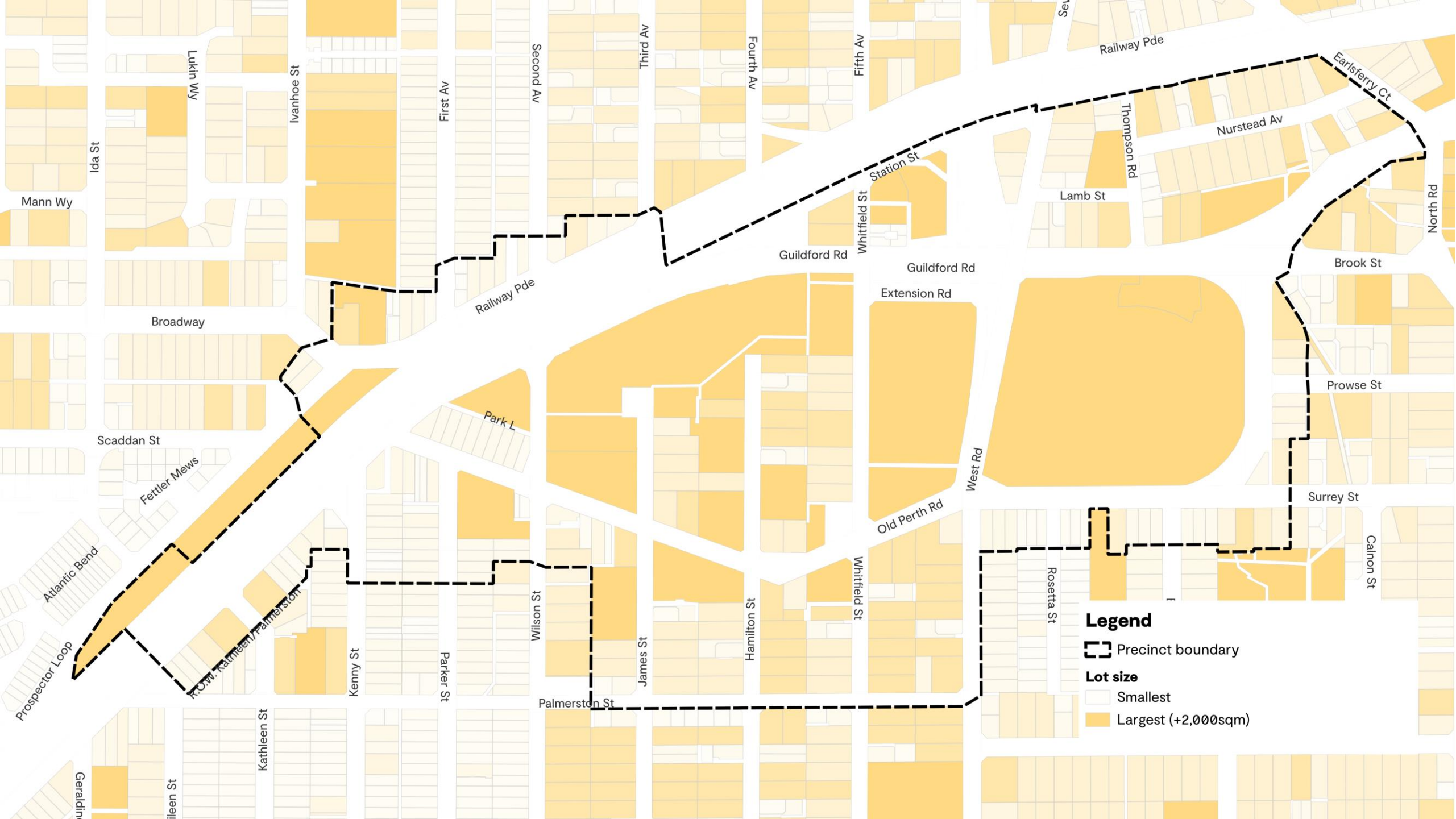
Land use



Built form









Active

- Active land use
- Buildings up to the street boundary
- Pedestrianised
- Trading priority
- High pedestrian interest



Semi-active

- Inconsistency in uses
- Buildings address the street in a way that suits the business
- Variety in setback and landscaping
- Usually between or at the edge of active places.



Passive

- No active land use
- Servicing areas
- Setbacks generous and landscaped
- Typically safe for pedestrians, but uninteresting



What priorities in accommodating growth?



Urban
ecology



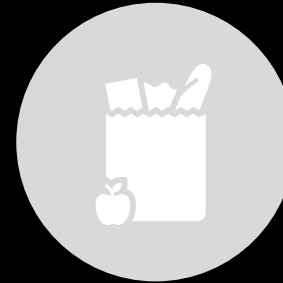
Urban
structure



Movement



Public
realm



Land use



Built form

Next steps

- Summary of results to be circulated
- Next workshop (7 April 2025) – 9:30am–11:30am



Bassendean Precinct Structure Plan

Citizen's Panel Options Workshop
7 April 2025



Welcome & housekeeping

Workshop purpose

- Consider feedback from workshop #1
- Present options to address feedback
- Set direction to how plan responds

What do we value about the precinct now?



Urban
ecology



Urban
structure



Movement



Public
realm



Land use



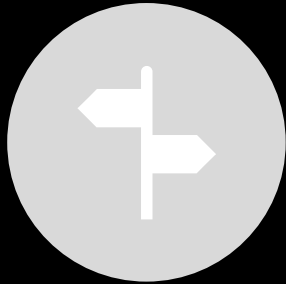
Built form

- Parks and streets
- Sense of place and community
- Heritage and character of buildings

What priorities in accommodating growth?



Urban
ecology



Urban
structure



Movement



Public
realm



Land use



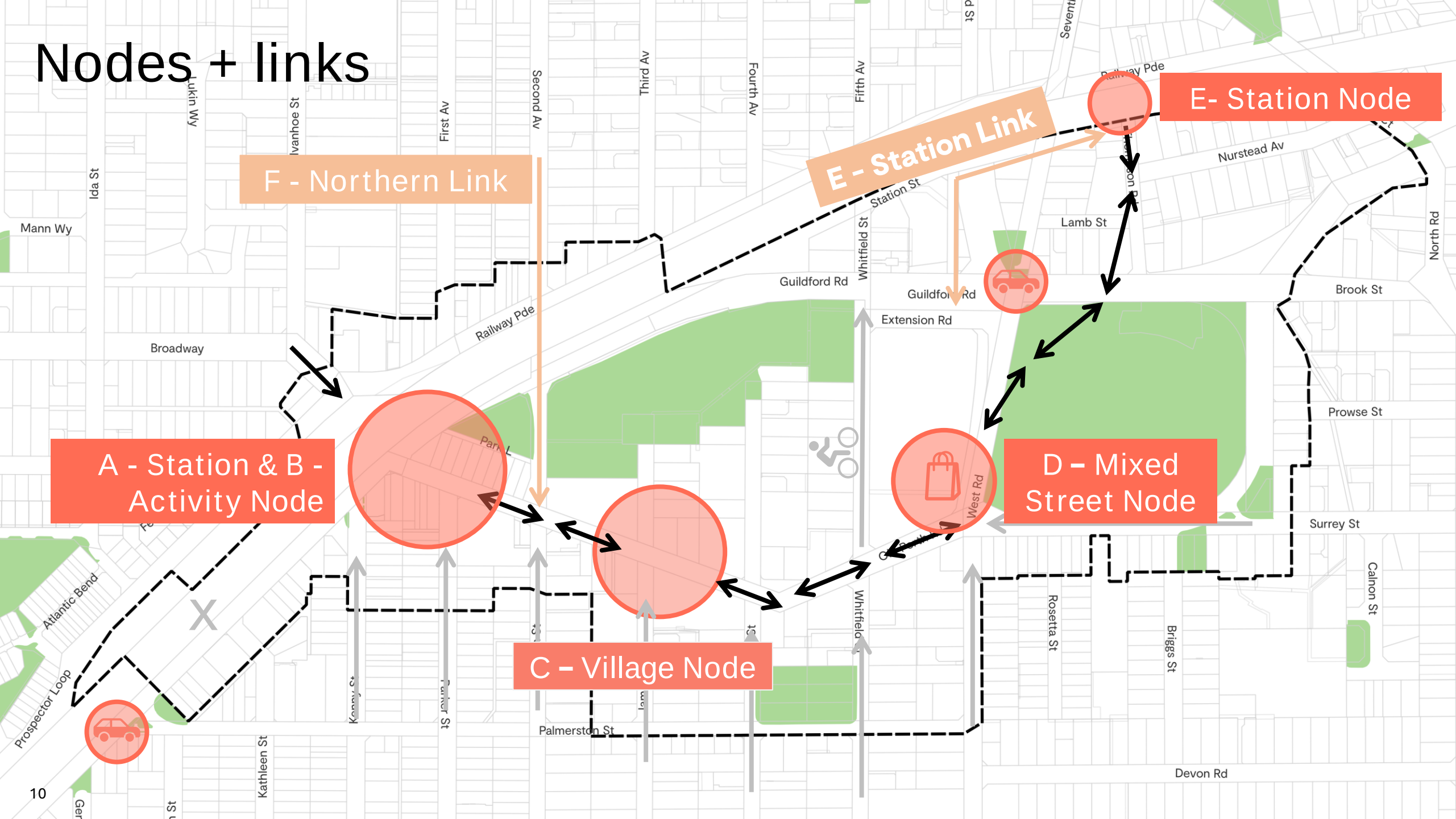
Built form

- Access for roads, bikes and pedestrians over the railway
- Access for bikes and pedestrians over Guildford Road
- More walkable streets
- Pedestrian access to the train stations

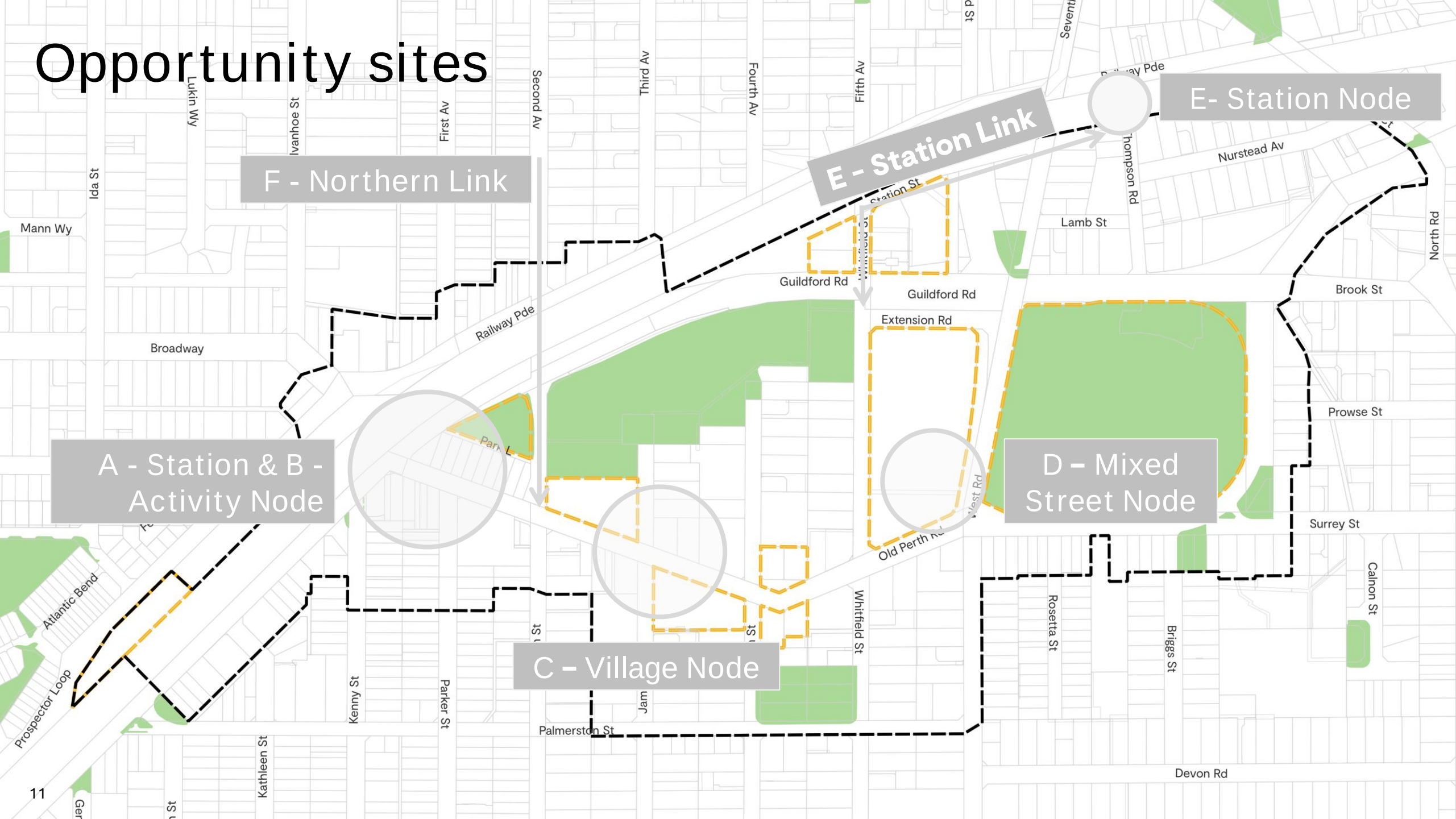
- More activation, restaurants, cafes and entertainment venues
- Greater variety to shops, retail and supermarkets
- Greater mix of housing choice

Existing movement

Nodes + links



Opportunity sites



Opportunity sites

- Greatest overall benefit if redevelopment occurred
- Incentivise redevelopment through flexibility
- Trade off flexibility in return for contributions to public realm improvement

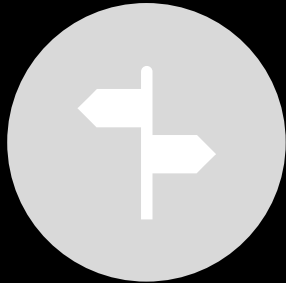
Opportunity sites



What priorities in accommodating growth?



Urban
ecology



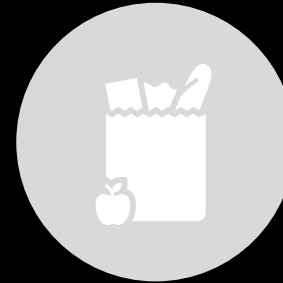
Urban
structure



Movement



Public
realm

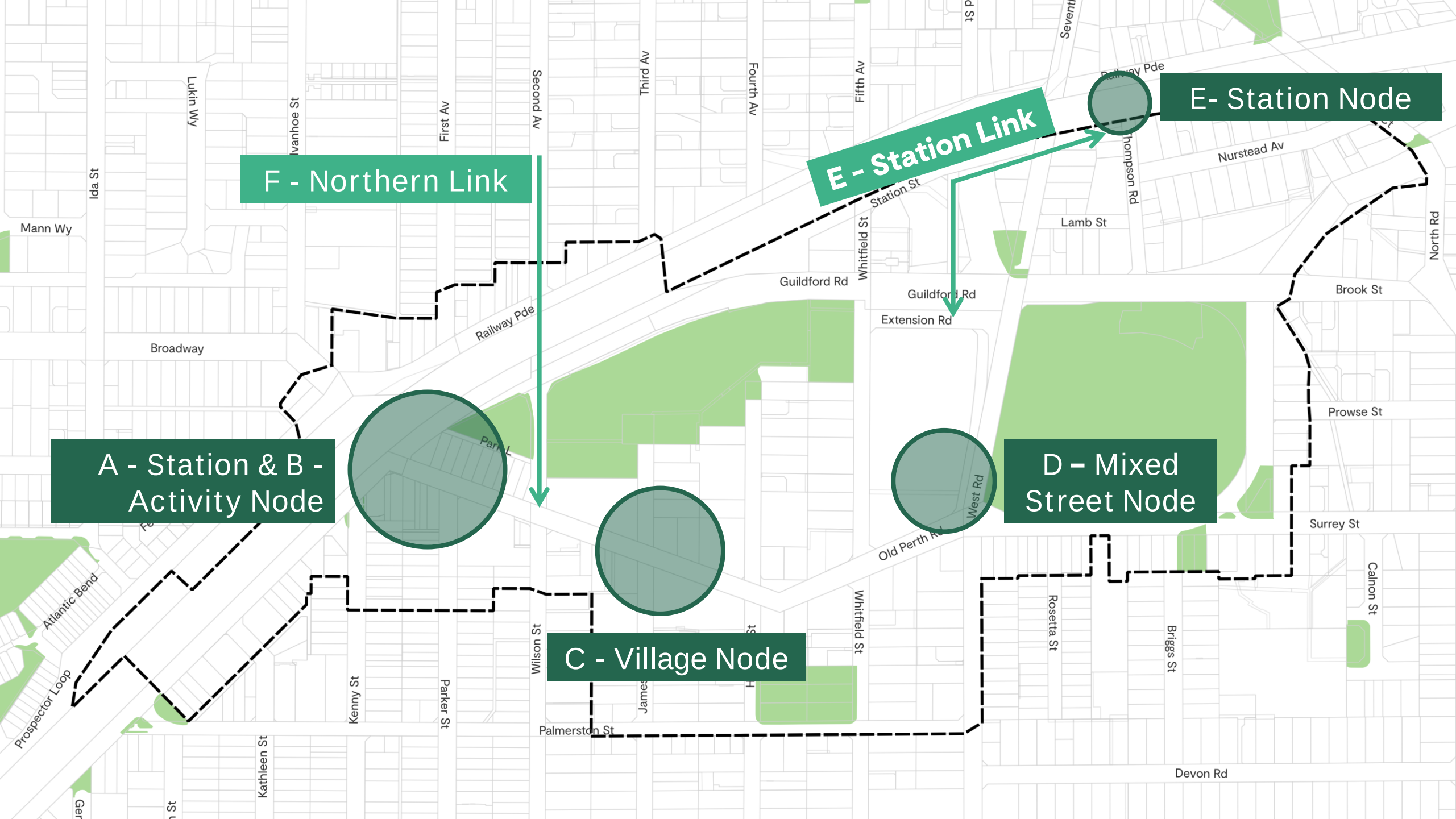


Land use



Built form

- Improved streetscapes and paving, landscape and shading
- Keeping village feel
- Celebrating cultural heritage



A - Station & B - Activity Node

F - Northern Link

C - Village Node

D - Mixed Street Node

E - Station Link

E - Station Node

A - Station node



Existing station access area

B - Activity node



Existing condition

A - Station node + B - Activity node



Potential future improvements

A - Station node + B - Activity node



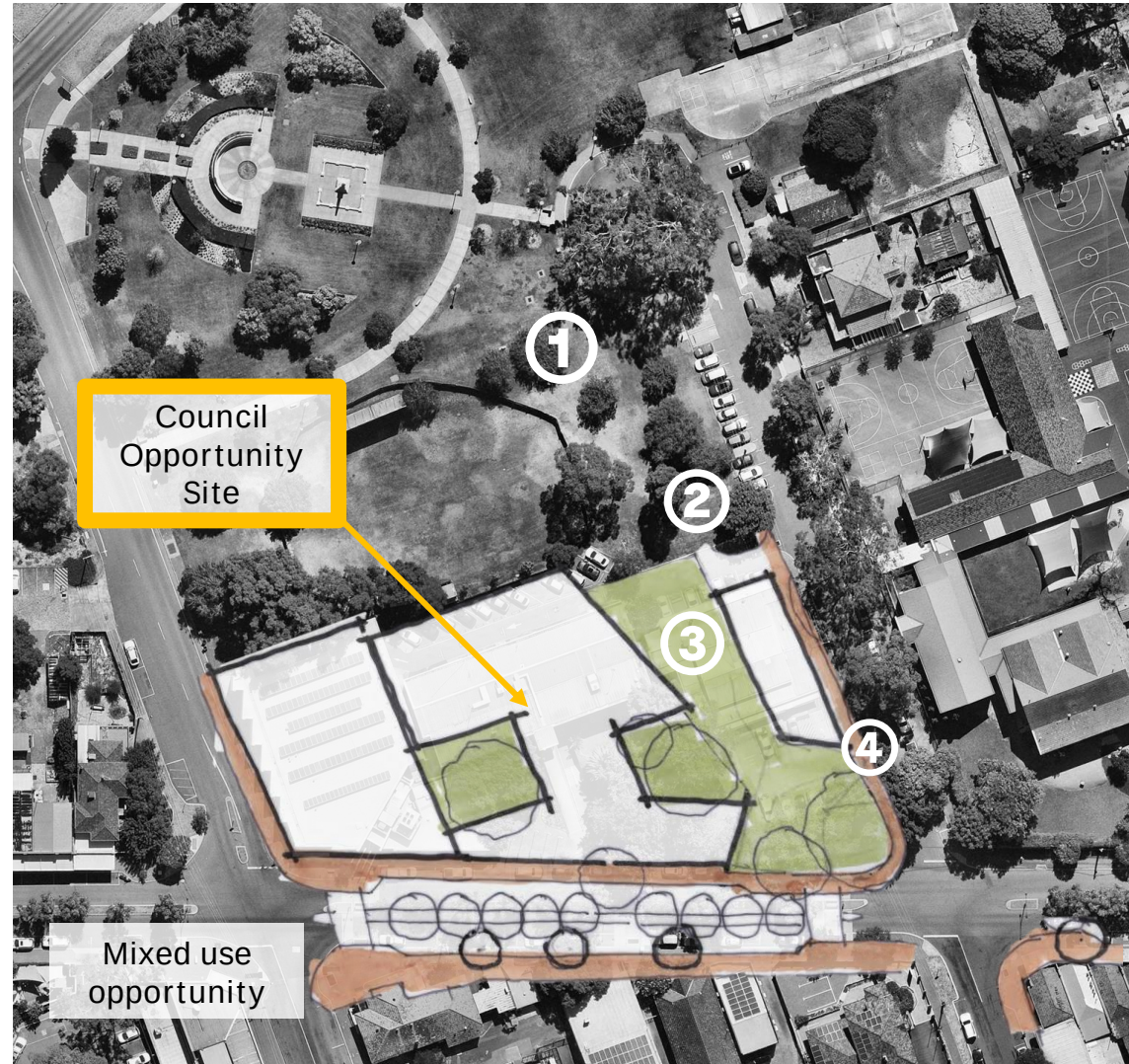
Potential future improvements

C - Village node



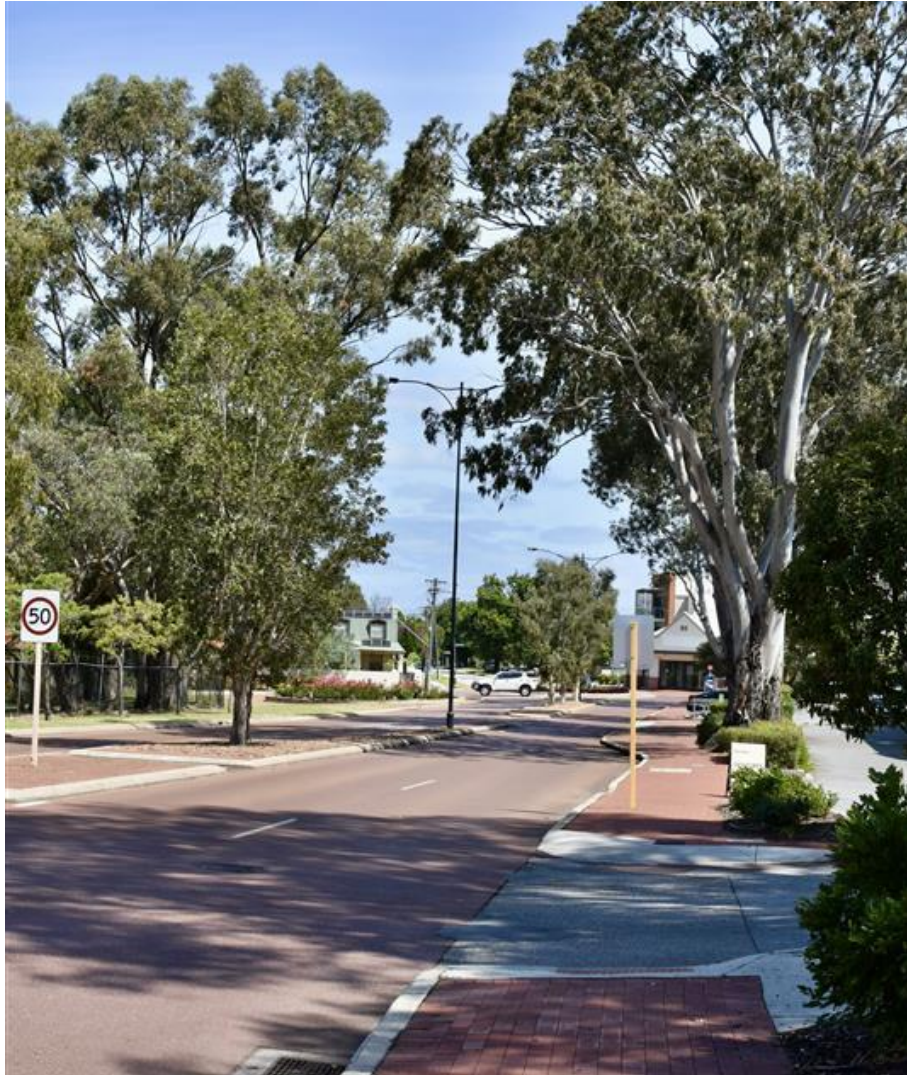
Existing condition

C - Village node



Potential future improvements

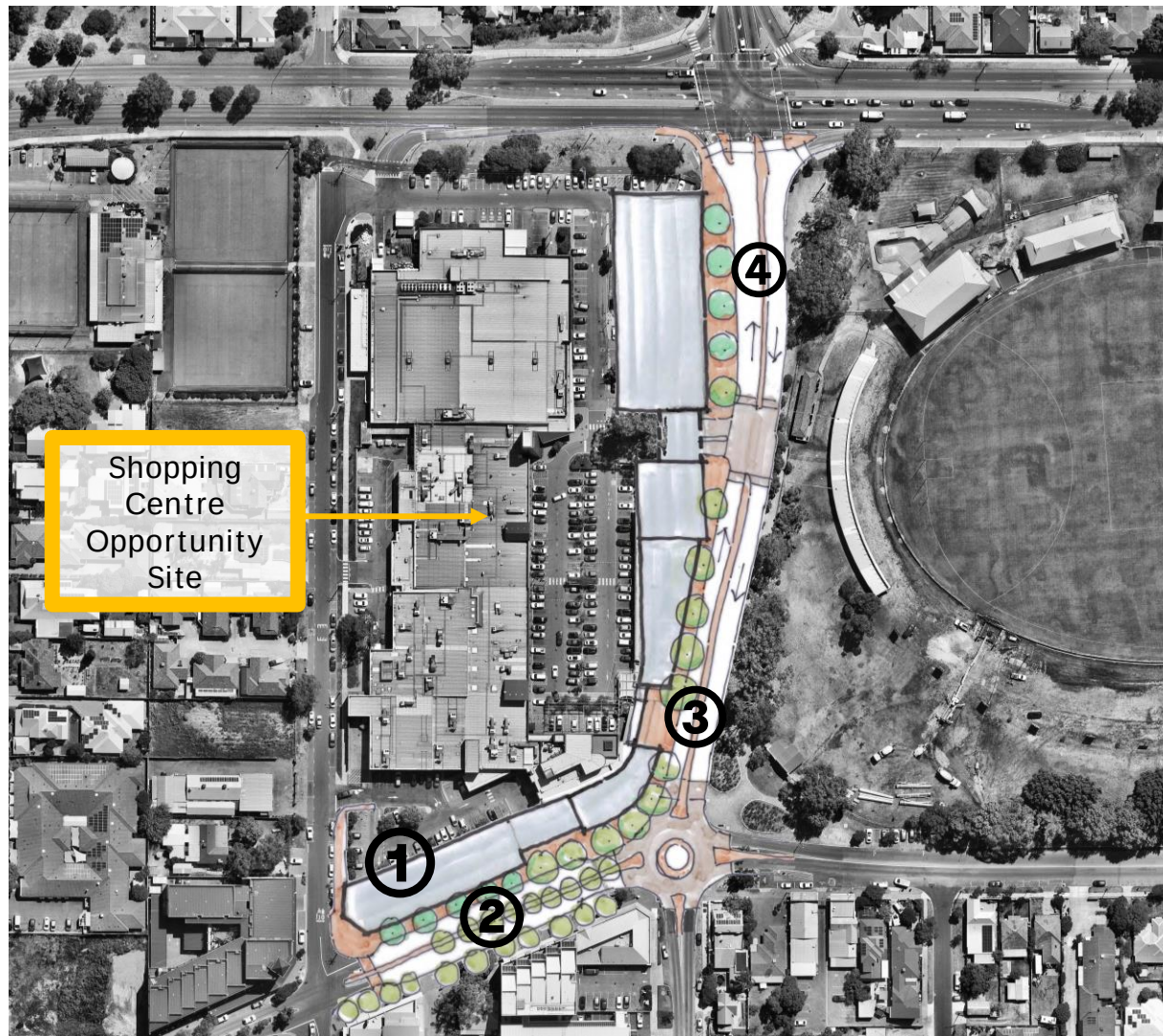
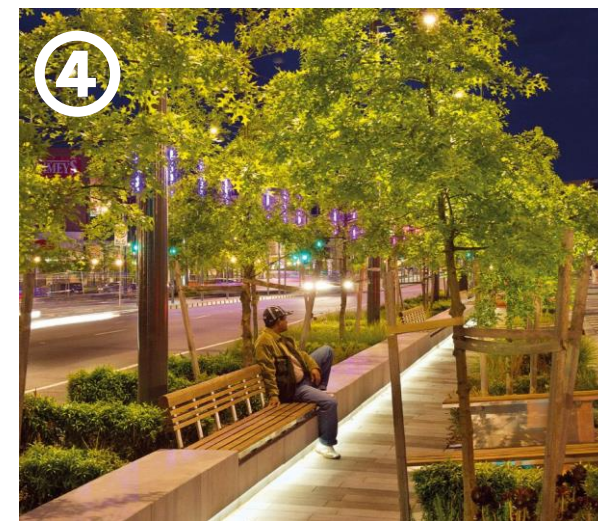
D – Mixed street node



Existing condition



D – Mixed street node



Potential future improvements

E – Station node + link



E – Station node + link



Potential future improvements

F – Northern link



Appendix C

**Success Hill Frame workshop
presentation**



Success Hill Design Workshop

Bassendean Precinct Structure
Plan

26 May 2025



Welcome & housekeeping

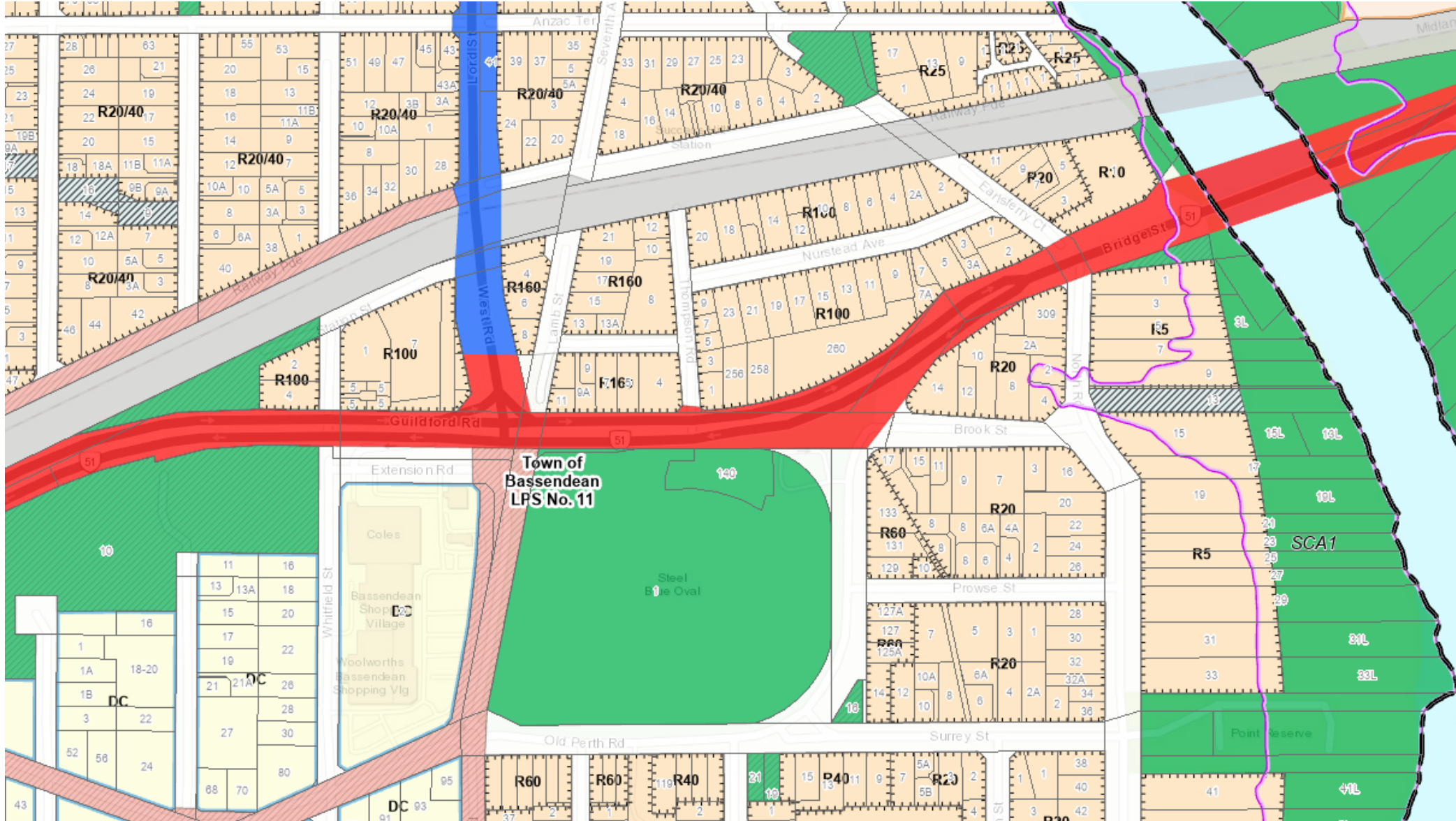
Workshop purpose

- Consider specific options, opportunities and risks for future development in the Success Hill frame area.
- Consider outcomes to feed into future planning for the area, including the Precinct Structure Plan.

Existing situation

- Land zoned Residential and coded R100 under Local Planning Scheme No. 11 (gazetted April 2024).
- One (1) place on Heritage List (8 Thompson Road, residence and Moreton Bay Fig Tree)
- Six (6) places on Local Heritage Survey

Density codes



Heritage places



Cultural heritage places



Heritage Council's guidance....

'Cultural heritage significance may be **embodied in a place itself** and in any of its fabric, setting, use, associations, meanings, records, related places, and related objects.

Character may be retained and enhanced through **design that responds to the distinctive characteristics** of the area.

The implication is that planning controls intend only to **inform new development** rather than requiring retention of current fabric.

What are the distinctive characteristics of Success Hill?



**Urban
ecology**



**Urban
structure**



Movement



**Public
realm**



Land use



Built form

Residential Design Codes



Residential Design Codes

Volume 2
2024



Local governments may prepare and adopt local planning policies that amend or replace the Acceptable Outcomes of the following sections:

- Building height, setbacks and separation
- Plot ratio and building depth
- Public domain interface
- Pedestrian access and entries, vehicle access
- Façade design
- Roof design

What are the most important characteristics?

Building height, setbacks and separation

Maintain consistent lot frontage width



Building height, setbacks and separation

Maintain consistent lot frontage width



Building height, setbacks and separation

Ensure that the scale and form of development is sympathetic to the streetscape



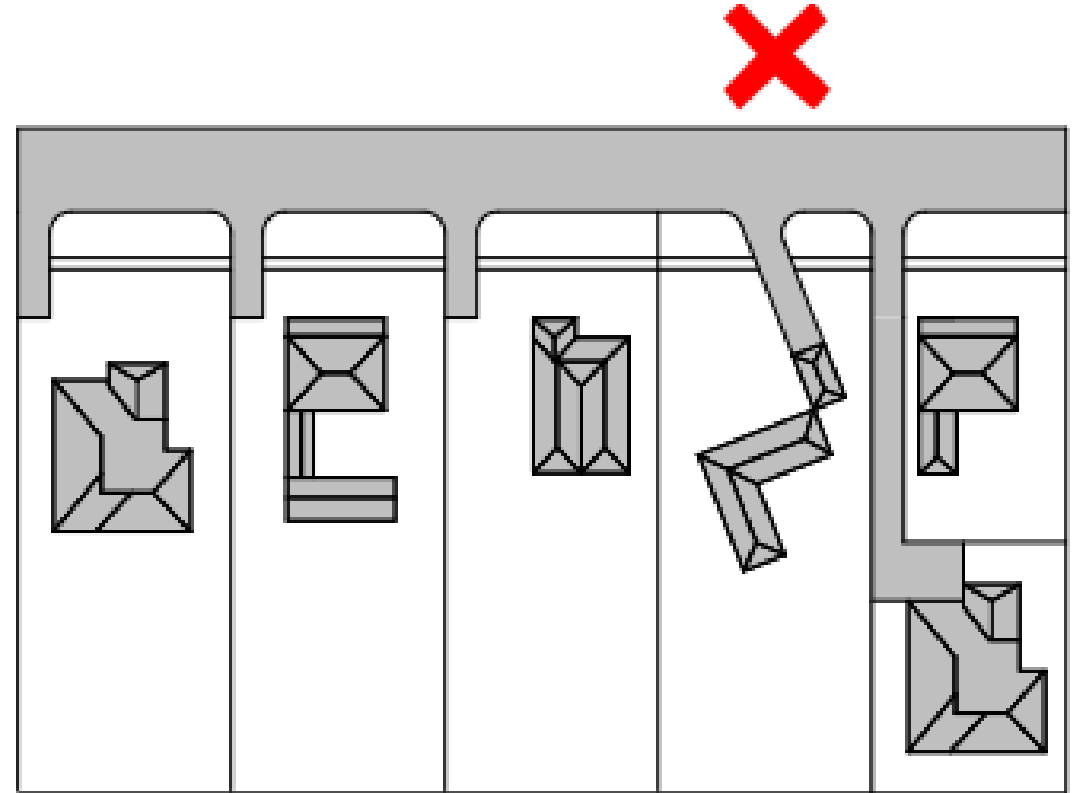
Building height, setbacks and separation

Ensure that the scale and form of development is sympathetic to the streetscape



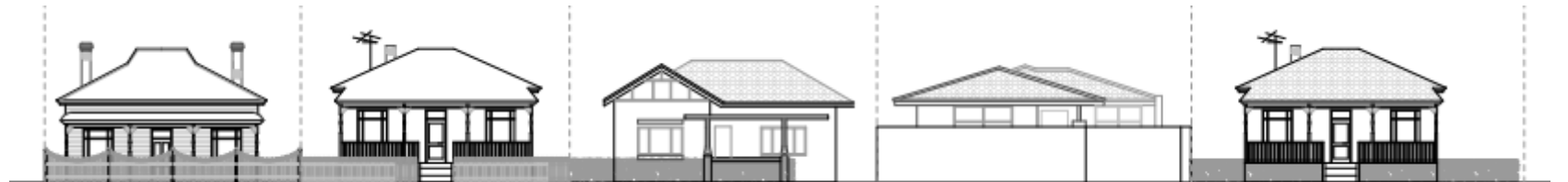
Public domain interface

Ensure that new development retains orientation towards the street



Public domain interface

Encourage visually permeable front boundaries or perimeter plantings



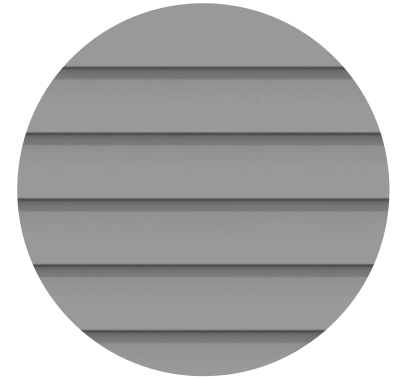
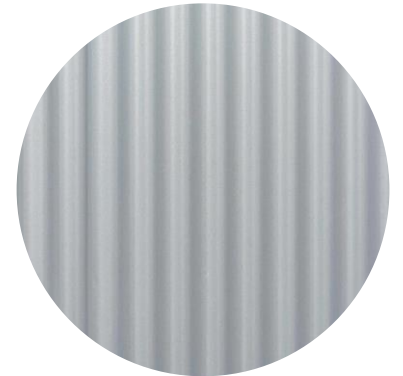
Pedestrian and vehicle access and entries

Ensure that car parking structures do not dominate the dwelling



Façade design, roof design

Incorporate materials and design details that reference and integrate with the Character Area.

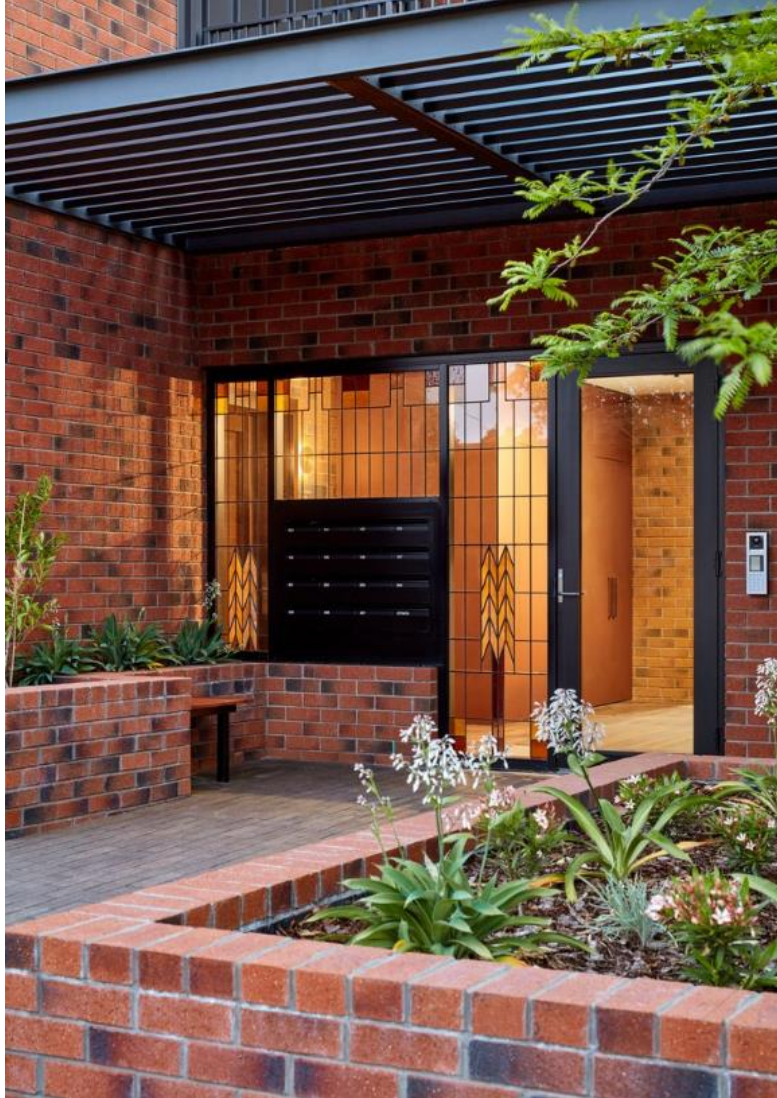
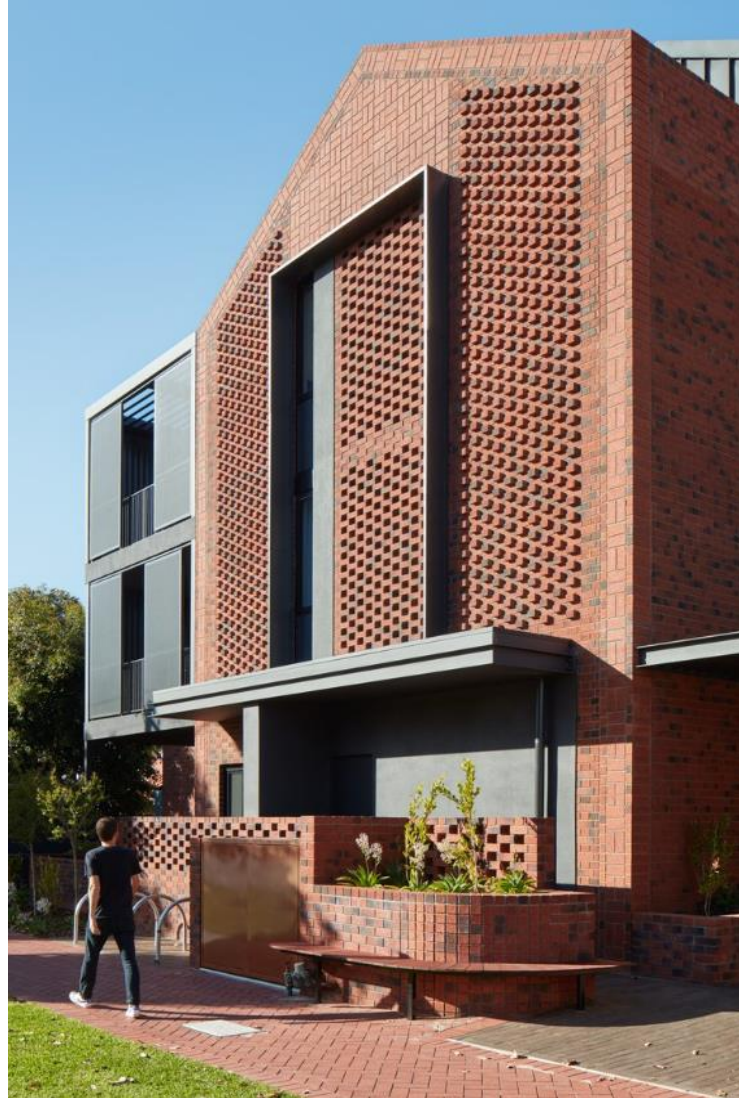


Façade design, roof design

Incorporate materials and design details that reference and integrate with the Character Area.



Design process > Design control



Credit all images: MJA Architects

Next steps

- Inputs to inform drafting of Precinct Structure Plan
- Town may prepare amendments to LPP4 – Heritage and Character to guide development decisions in the interim



*** Thank You**

Appendix D

Schedule of submissions

Table 23 Schedule of submissions

ID	Is your property affected by this proposal?	Please select all the options that apply to you:	Do you support or oppose the draft Plan?	Please write your reasons for support or opposition below.	Response to submission
1	I have property outside the precinct affected	I live or own a property in the Town of Bassendean; I am a regular shopper or visitor to the precinct;	Support	Bassendean is a wonderful suburb with great potential! I believe our neighbouring suburbs of Maylands and also Guildford is a great example to what a high street can become. I would love to see more diversity of businesses in the area and a safer feel to the high street to encourage locals.	Support noted. The Precinct Structure Plan includes provisions to encourage diverse land use along Old Perth Road, including retail, hospitality, and commercial uses (Part 2, Section 2.2.2, Table 2; Section 2.2.5.6, Table 8). Public realm improvements, including streetscape upgrades, improved pedestrian crossings, and enhanced landscaping along Old Perth Road (Map 9), are intended to create a safer, more inviting main street environment and support business diversity.
2	I have property in the precinct affected	I live or own a property in the Town of Bassendean;	Support	The main benefit of this plan is the improvement of public amenity that will support shops and activate old Perth road. I strongly support the changes to streetscape. The changes to the station end of old Perth road make tenancies on the northern side far more attractive and enable street dining, similar to some areas of Fremantle, Subiaco, Beaufort st and mt Hawthorne. Height will likely be set by the state soon but I fully support this precinct plan's increase to heights. I do believe that the James St road between Palmerston and old Perth Road feels excessively wide and attention should be given to improving pedestrian connectivity into the town centre along this road, maybe planting the on-street parking	Support noted. Comments regarding James Street between Palmerston Street and Old Perth Road are acknowledged. The Precinct Structure Plan includes a comprehensive Movement Plan (Map 7) prioritising pedestrian and cycling movement.
3	I have property in the precinct affected	I live or own a property in the Town of Bassendean; I own or operate a business within the precinct; I am a visitor or have a general interest in the area;	Support but have comments or concerns	What a great milestone and a very thorough and thoughtful set of documents. This is truly a needed document to provide comfort and incentive for development / activation within an 'activity centre' promoting transit oriented developments and bringing Bassendean village back to life. Well done ToB and GHD. My only comment relates to heritage significance areas - would like to ensure the boundaries 'shaded areas' are not a blanket cover over an entire lot / parcel of land which may be devoid of evidence backed heritage reports or similar - and vice versa, those buildings / lots which are of heritage significance are supported just the same for protection of original fabric as far as practical.	Support noted. The Precinct Structure Plan identifies Heritage Areas based on documented heritage values, informed by the Town's Local Heritage Survey, Heritage List, and the Success Hill Frame Heritage Assessment (Appendix G). New development within these areas must complement existing heritage fabric through controls on scale, materials, design, and setbacks (Part 2, Section 2.2.4). Heritage places are further protected under Section 2.2.5.10.
4	I have property outside the precinct affected	I live or own a property in the Town of Bassendean; I am a regular shopper or visitor to the precinct;	Support	Bassendean town centre is in decline and a townplan that supports higher density and affordable housing will hopefully attract more young, working families to the area. This will assist in the longer term viability of Bassendean town centre by providing more local businesses to support these families. Where possible, higher density should have sufficient setback to allow for some trees and shrubs to be planted to improve our urban landscape and environment. Also, there are very limited carparking spaces available for those in the area who can't always walk or cycle to a local business, particularly when we lose part of Wilson St Parking at Swan Districts Oval car parking. This needs to be considered.	Support noted. The Precinct Structure Plan includes provisions requiring retention of regulated trees (Section 2.2.5.11), with the Town's LPP13 – Tree Retention and Provision applying to all development. The plan supports the Town's target of 30% canopy coverage by 2040. Street setback areas are required to provide tree retention or deep-soil areas for new developments (Section 2.2.5.2; Map 4). The Precinct Structure Plan is supported by a Transport Impact Assessment and Parking Management Strategy (Appendix D), which identifies over 500 publicly available bays within the Precinct with average weekday occupancy below 50% (Table 22). In addition, the Precinct Structure Plan targets a reduction in private vehicle mode share from 78% to 65% by 2050, supported by improved pedestrian and cycling connections (Movement Plan, Map 7), enhanced station access, end-of-trip facilities (Section 2.2.5.7), and increased local employment. The Precinct Structure Plan seeks to maintain enough public parking to support local shops and businesses, without encouraging unnecessary private vehicle use.
5	I have property in the precinct affected	I live or own a property in the Town of Bassendean;	Support but have comments or concerns	too much traffic being directed towards parker at which has a lot of residents and children. do not make it a shortcut to old Perth road for people. already noisy with cars and buses and trains and foot traffic to pub..please consider making it a no left turn (buses excepted) also so traffic is forced to use the proper main roads.	Concerns noted. The Precinct Structure Plan's Movement Plan (Map 7) directs vehicle priority to main roads and promotes pedestrian priority on local streets. The Transport Impact Assessment and Parking Management Strategy (Appendix D) distributes forecast traffic growth to key intersections rather than local residential streets (Section 3.2).
6	I have property in the precinct affected	I live or own a property in the Town of Bassendean;	Oppose	It appears that much of the consultation has occurred with business owners and investors in and around Bassendean, and has yielded a favourable outlook on the plan. These interested people have more of a financial gain in supporting aspects of the plan. For example, supporting an increase in the number of people living in the town centre. As a resident, I feel threatened by this consultation process. A more positive and less threatening process might be that local people directly affected by the proposed developments should have greater weight when consulted over matters that affect their livelihoods, their own life-long investments and their needs for the future. The Council itself has made me think they are not consulting the people of Bassendean, especially when they can change the height limits of building structures. Some years ago, the council had restrictions on the heights of buildings, but that appears to have changed. One proposal in this plan is for a 9-storey housing complex behind Old Perth Road, which will destroy the town's heritage appearance.	Concerns noted. <u>Engagement process</u> The Precinct Structure Plan was as prepared following extensive engagement, including BassenDream (2019), Town Centre Masterplan engagement (2020), a series of Citizens' Panel Workshops, as well as Community Drop-In Sessions during the public advertising period. <u>Building height</u> The Precinct Structure Plan's building height provisions (Map 3) are consistent with the Town's endorsed Local Planning Strategy (2023) and Town Centre Masterplan (2021). Base heights along Old Perth Road are generally 4–6 storeys, graduating to 2–3 storeys at the residential fringe. Additional height is only available on Opportunity Sites (Map 8) where voluntary community benefits

ID	Is your property affected by this proposal?	Please select all the options that apply to you:	Do you support or oppose the draft Plan?	Please write your reasons for support or opposition below.	Response to submission
				<p>The planned complex is in the wrong position, is too tall and will affect the historic part of the township. So just how much planning and foresight has gone into this planned development?</p> <p>Also, I have been informed that this complex is to house social welfare, inhabitants and will consist of small units numbering in the seventies. That is a lot of people to house together, and we know this causes social problems within the complex and for the surrounding neighbourhood, leading into and out of our main street in town. I can not see any sensible thought going into these aspects of this plan.</p>	<p>are provided (Part 1, Section 2.3). Upper-level setbacks (Section 2.2.5.2) require taller elements to be recessed. Sensitive boundary provisions (Map 5; Figure 2) require a 45-degree setback above 2 storeys adjoining lower-density areas. The proposed building height framework aligns with State objectives to accommodate increased dwelling supply, while balancing these requirements with community expectations through built-form controls.</p> <p><u>Affordable housing proposals</u> The Precinct Structure Plan is a long term planning document that establishes zoning, density, and built-form controls and does not approve any individual development. The development referenced is a separate proposal being assessed through its own planning approval process and is not a provision of this Precinct Structure Plan.</p>
7	I have property in the precinct affected	I live or own a property in the Town of Bassendean; I am a regular shopper or visitor to the precinct;	Oppose	<p>The increase to the height, even on the lower scale, is too much. Much, if not all, is surrounded by residences. If anything, much of these is predicated on the removal of many of the current structures in the precinct, many of which are historical to the area. There are already issues to the introduction of the plan to have a partly low-cost and partly social housing development in the area. I imagine that this is in tandem with those plan, which I also oppose. In addition, with the dearth of parking in the area, it is hard to see how this plan would help with that issue. To remove the parking in Park Lane, and then allow for further housing or business structures to be built of similar height will only make the issues worse. The Council has already stopped other developments, such as a brewery on Old Perth Road, due to the parking issue.</p> <p>This entire framework seems to be the State Government and the Council just working together against the existing residence and rate-payers in the area, for the sake housing development, much of which (I would assume) will not happen for years, and which will face the same delays and backlash. For years, the town has had to deal with the never-ending issues with the Bassendean Town Oval development which had flipped between regular apartments, to low cost housing, to possible social housing, and changes over the heights of any of the properties there. That has been going on for years, and this will be no different (if not worse, and on a much, much larger scale).</p> <p>I like very close, though not inside the propose area. The entire development area, even if partly implemented, will cause more traffic and parking problems. Noise will also increase overall, whether it is cars, people or whatever else. I cannot imagine living in a Bassendean with the skyline, with a double- or triple-fold population, when it is one of the smallest LGAs in the State (if not the Country). Bassendean is a small town, characterised by its lawns, and single and double storey houses. This is not Northbridge or Subiaco.</p> <p>In other areas like Subiaco, we have seen how the lack of parking kills businesses, and how the increase in high rise had made no difference in fixing the issue or enticing businesses, small or medium, back to the area. Although Bassendean has never had the same reputation or downfall that Subiaco had, it cannot hope to try the same.</p> <p>The focus should not be shovelling in high rise everywhere and hoping it will stick. The focus should not be introducing social housing and hoping that it will somehow increase spending or economic activity in the area. The focus should not be increasing the population and how that businesses will meet that demand. The focus should be improving on what there already is, without changing the social fabric, make-up or look of the town this plan (allegedly) wishes to attempt.</p>	<p>Concerns noted.</p> <p><u>Building height</u> The Precinct Structure Plan's building height provisions (Map 3) are consistent with the Town's endorsed Local Planning Strategy (2023) and Town Centre Masterplan (2021). Base heights along Old Perth Road are generally 4–6 storeys, graduating to 2–3 storeys at the residential fringe. Additional height is only available on Opportunity Sites (Map 8) where voluntary community benefits are provided (Part 1, Section 2.3). Upper-level setbacks (Section 2.2.5.2) require taller elements to be recessed. Sensitive boundary provisions (Map 5; Figure 2) require a 45-degree setback above 2 storeys adjoining lower-density areas. The proposed building height framework aligns with State objectives to accommodate increased dwelling supply, while balancing these requirements with community expectations through built form controls.</p> <p><u>Heritage</u> The Precinct Structure Plan identifies Heritage Areas based on documented heritage values, informed by the Town's Local Heritage Survey, Heritage List, and the Success Hill Frame Heritage Assessment (Appendix G). New development within these areas must complement existing heritage fabric through controls on scale, materials, design, and setbacks (Part 2, Section 2.2.4). Heritage places are further protected under Section 2.2.5.10.</p> <p><u>Traffic and parking</u> The Precinct Structure Plan is supported by a Transport Impact Assessment and Parking Management Strategy (Appendix D), which identifies that congestion is driven primarily by regional traffic growth along Guildford Road, with additional demand from growth within the Precinct (Section 3.5). The assessment recommends intersection-specific improvements, to be coordinated with Main Roads WA.</p> <p>The Transport Impact Assessment and Parking Management Strategy identifies over 500 publicly available bays within the Precinct with average weekday occupancy below 50% (Table 22). In addition, the Precinct Structure Plan targets a reduction in private vehicle mode share from 78% to 65% by 2050, supported by improved pedestrian and cycling connections (Movement Plan, Map 7), enhanced station access, end-of-trip facilities (Section 2.2.5.7), and increased local employment. The Precinct Structure Plan seeks to maintain enough public parking to support local shops and businesses, without encouraging unnecessary private vehicle use.</p>
8	I have property in the precinct affected	I live or own a property in the Town of Bassendean; I am a regular shopper or visitor to the precinct; I live in or own a residential property within the boundary of the precinct; Live 7 houses outside the black boundary, so consider we are directly affected by these proposals.;	Oppose	<p>Some admirable aspects, e.g. an improved historic shopping precinct (current owners willing...). However, it appears the main purpose of the plan is to turn Bassendean into the social welfare capital of Perth. 8-10 storeys is excessive and will dominate the historic Town, especially 1 Park Lane. NO TO ALL THESE SOCIAL HOUSING DEVELOPMENTS, whatever the height. Concerned by the 'mixed use' description. Seems to mean social housing and will dominate the Town Centre.</p> <p>Any new structures, private or public, must be of exceptional/sensitive design, quality and selection of building materials to set the standard and tone and reflect/respect the historic roots/architecture of the original Town.</p> <p>Overcrowding, crime, security, traffic, parking and quality of life are irrefutable consequences. Very concerned. Parker Street will be directly affected. It will impact residents/their investment in their homes and family life. Deep concerns about all this. Also, increasing restrictions on heritage-zoned properties while all the above is happening on our 'doorstep' is insulting and contradictory.</p>	<p>Concerns noted.</p> <p><u>Building height</u> The Precinct Structure Plan's building height provisions (Map 3) are consistent with the Town's endorsed Local Planning Strategy (2023) and Town Centre Masterplan (2021). Base heights along Old Perth Road are generally 4–6 storeys, graduating to 2–3 storeys at the residential fringe. Additional height is only available on Opportunity Sites (Map 8) where voluntary community benefits are provided (Part 1, Section 2.3). Upper-level setbacks (Section 2.2.5.2) require taller elements to be recessed. Sensitive boundary provisions (Map 5; Figure 2) require a 45-degree setback above 2 storeys adjoining lower-density areas. The proposed building height framework aligns with State objectives to accommodate increased dwelling supply, while balancing these requirements with community expectations through built form controls.</p> <p><u>Heritage and character</u> The Precinct Structure Plan identifies Heritage Areas based on documented heritage values, informed by the Town's Local Heritage Survey, Heritage List,</p>

ID	Is your property affected by this proposal?	Please select all the options that apply to you:	Do you support or oppose the draft Plan?	Please write your reasons for support or opposition below.	Response to submission
				<p>MUST have GENUINE Council/stakeholder transparency, respect, consideration for and responses to the impact on residents who have already invested their lives and futures in Bassendean and call this place Home.</p> <p>These proposed developments focus on the predicted future residents' and businesses' needs, with the current residents as collateral damage. We need details on every development before its finalisation and construction. We trust you will keep our genuine best interests at heart.</p> <p>The comments below are in addition to comments already submitted for this survey, and relate specifically to the proposed 1 Park Lane development. These are similar to those I submitted for the Western Australian Planning Commission Survey.</p> <p>PART 1 COMMENTS REGARDING SOCIAL AND AFFORDABLE HOUSING DEVELOPMENT IN BASSENDEAN</p> <p>We do not want the social housing development built in Bassendean. Everybody knows that social housing of any size causes a multitude of social problems. Do not pretend that this is not the case in this instance - nine storeys of social problems!! We have been told that the residents will be carefully selected. Who will these residents be? What are the criteria? Whatever, it is irrelevant because social housing causes social problems. They claim the residents will be carefully selected to falsely appease the community's concerns. Even if you carefully select the residents with whatever criteria are attached to 'suitable' residents, that does not guarantee who will be living in each apartment. You cannot control who will be in any given apartment or how many occupants will be residing in any given apartment at any one time. The area behind the shops already has social problems. Adding nine storeys of social housing and an undefined number of occupants will not – despite what was told to me by the office of our federal member – stop the social problems that already exist. Really?? We will get new ones and bigger ones. Crime. Domestic violence. Drugs. Domestic and personal security concerns. Will Old Perth Road and its surrounds become a place to avoid? Furthermore, the council has always endorsed low rise housing to maintain the integrity of the Town and blend with the local aesthetic. Now, suddenly, it is ok to have nine storeys ...? I was stunned to learn that it is the Town of Bassendean's Draft Bassendean Precinct Structure Plan that has allowed for this structure. It is an insult to pretend that erecting a grotesque monolith of social housing will suddenly revitalise the main street. There have been some great recent and well patronised additions to the main street like the pub and other eateries along with other established premises like the physiotherapist. Maybe the government/council should provide incentives for quality businesses to establish themselves as well, and ones that benefit and service the current community. Ironical that the council kiboshed the microbrewery – a popular and novel proposed development on the main street - due largely to parking. Rising crime and anti-social behaviour could see the main street end up a ghost town as businesses leave and locals seek alternative places to shop. Dave Kelly, nine storeys of social housing will not revitalise Old Perth Road. This will not enhance the facilities, aesthetics or lifestyle for the current community. This will not 'save the strip'. It will have the reverse effect. Speak the truth. Do not just look for brownie points from your superiors. I had faith in you as a suitable representative before this. Shame on you for actively advocating the sabotage of Bassendean. This development is a blatant insult to the heritage value of the street and suburb. A nine-storey cement structure painted in some heritage colours or some other cost-effective building materials does not mean it will magically blend into the main street and suburb. It will loom like a behemoth over the main street. Ugly. Unsuitable. Incongruous. This is an insult to the Town's heritage and creates a dangerous precedent and a slippery slope for developments like this to become normalised in Bassendean. This type of development is irrevocable. Once a structure of this size is built it develops its own culture that can potentially destroy the township and community as we know it, permanently. This is our home.</p>	<p>and the Success Hill Frame Heritage Assessment (Appendix G). New development within these areas must complement existing heritage fabric through controls on scale, materials, design, and setbacks (Part 2, Section 2.2.4). Heritage places are further protected under Section 2.2.5.10, requiring Heritage Impact Statements for associated development.</p> <p><u>Design quality</u> The Precinct Structure Plan includes design quality outcomes (Part 1, Table 9) to ensure new development achieves high standards. New developments are required to address the design quality outcomes and are subject to review by a Design Review Panel where applicable (Section 2.2.5.5). In addition, the Precinct Structure Plan includes passive surveillance and safety provisions (Section 2.2.5.14).</p> <p><u>Traffic and parking</u> The Precinct Structure Plan is supported by a Transport Impact Assessment and Parking Management Strategy (Appendix D), which identifies that congestion is driven primarily by regional traffic growth along Guildford Road, with additional demand from growth within the Precinct (Section 3.5). The assessment recommends intersection-specific improvements, to be coordinated with Main Roads WA.</p> <p>The Transport Impact Assessment and Parking Management Strategy identifies over 500 publicly available bays within the Precinct with average weekday occupancy below 50% (Table 22). In addition, the Precinct Structure Plan targets a reduction in private vehicle mode share from 78% to 65% by 2050, supported by improved pedestrian and cycling connections (Movement Plan, Map 7), enhanced station access, end-of-trip facilities (Section 2.2.5.7), and increased local employment. The Precinct Structure Plan seeks to maintain enough public parking to support local shops and businesses, without encouraging unnecessary private vehicle use.</p> <p><u>Affordable housing proposals</u> The Precinct Structure Plan is a long term planning document that establishes zoning, density, and built-form controls and does not approve any specific development. Any future development will be subject to assessment through a separate planning approval process.</p>
9	I have property in the precinct affected	I own or operate a business within the precinct; I am a regular shopper or visitor to the precinct; I live in or own a residential property within the boundary of the precinct;	Support but have comments or concerns	<p>Page 8 of the plan states that higher buildings “are focused in locations where impacts can be better managed, such as near stations or on large sites,” and that “height reduces toward surrounding residential areas to protect amenity, sunlight and privacy.” However, Page 10 identifies both James Street and Hamilton Street, the streets bordering St Michael's School, as sites for buildings of up to 10 storeys. There appears to be no consideration given to protecting the amenity or privacy of our students and staff, despite the school being immediately adjacent to these proposed developments.</p> <p>Given the high number of students who walk or ride to school, I support the improved</p>	<p>Support noted.</p> <p>The Precinct Structure Plan's building height provisions (Map 3) are consistent with the Town's endorsed Local Planning Strategy (2023) and Town Centre Masterplan (2021). Base heights along Old Perth Road are generally 4–6 storeys, graduating to 2–3 storeys at the residential fringe. Additional height is only available on Opportunity Sites (Map 8) where voluntary community benefits are provided (Part 1, Section 2.3).</p>

ID	Is your property affected by this proposal?	Please select all the options that apply to you:	Do you support or oppose the draft Plan?	Please write your reasons for support or opposition below.	Response to submission
				<p>pedestrian crossings and pedestrian/cycling links outlined on Pages 11 and 12. However, with the likely increase in population and traffic surrounding the school, we request that these improvements explicitly consider the needs and safety of children, not just adult users.</p> <p>Although St Michael's is located centrally within the proposed town centre, I have been unable to find information detailing how this designation may impact our site. For example, it is unclear whether this will result in future building requirements, changes to access, or increased council fees. I would appreciate clarification on what it means, in practical terms, for the school to be located within the town centre area.</p>	<p>The Precinct Structure Plan includes a comprehensive Movement Plan (Map 7) that prioritises pedestrian and cycling movement through a connected network of paths, crossings, and green links. The Movement Plan directs vehicle priority to main roads while promoting pedestrian and cyclist priority on local streets.</p> <p>A Precinct Structure Plan is a long term planning document that sets out how an area can change and grow over time. It provides a framework that applies if and when redevelopment occurs and does not impose a requirement for redevelopment.</p>
10	I have property in the precinct affected	I live or own a property in the Town of Bassendean;	Support but have comments or concerns	<p>i would like to see Kathleen St, Kenny St, and Parker st made restricted parking between 7am-4pm weekdays. Also make the whole of Palmerston st No Parking zone to West Rd as it is a main artery and creates restrictions with the new speed hump and proposed roundabout.</p> <p>There has been little mention of the increased parking demand that will come with this development. What is councils intentions?</p>	<p>Comments noted.</p> <p>The Precinct Structure Plan is supported by a Transport Impact Assessment and Parking Management Strategy (Appendix D), which identifies over 500 publicly available bays within the Precinct with average weekday occupancy below 50% (Table 22). In addition, the Precinct Structure Plan is supported by improved pedestrian and cycling connections (Movement Plan, Map 7), enhanced station access, end-of-trip facilities (Section 2.2.5.7), and increased local employment.</p> <p>While specific parking restrictions are not contemplated, they should aim to reduce overall reliance on on-street parking.</p> <p>The Precinct Structure Plan seeks to maintain enough public parking to support local shops and businesses, without encouraging unnecessary private vehicle use.</p> <p>Parking provision for individual developments will be determined at the Development Application stage.</p>
11	I don't have any property affected	I live or own a property in the Town of Bassendean;	Support	I wholeheartedly agree that there should be improved facilities for walking, cycling and access to public transport.	Support noted.
12	I have property outside the precinct affected	I live or own a property in the Town of Bassendean;	Oppose	I do not agree with the proposed building heights. The maximum building height should be 5 at the most. Why? Bassendean is a village and needs to remain so. The influx of high rises will change that and make it another non character place to live - there are too many like this already in Perth! Think about the future and not profit for now. Think sustainability and character. Think about making it a tourist location for the Perth population. There are not many historical places left in West Australia so let's keep and improve on Bassendean's character. For this reason, I strongly oppose the draft precinct proposal.	<p>Concerns noted.</p> <p>The Precinct Structure Plan's building height provisions (Map 3) are consistent with the Town's endorsed Local Planning Strategy (2023) and Town Centre Masterplan (2021). Base heights along Old Perth Road are generally 4–6 storeys, graduating to 2–3 storeys at the residential fringe. Additional height is only available on Opportunity Sites (Map 8) where voluntary community benefits are provided (Part 1, Section 2.3).</p> <p>The Precinct Structure Plan identifies Heritage Areas based on documented heritage values, informed by the Town's Local Heritage Survey, Heritage List, and the Success Hill Frame Heritage Assessment (Appendix G). New development within these areas must complement existing heritage fabric through controls on scale, materials, design, and setbacks (Part 2, Section 2.2.4). Heritage places are further protected under Section 2.2.5.10, requiring Heritage Impact Statements for associated development.</p> <p>The Precinct Structure Plan includes design quality outcomes (Part 1, Table 9) to ensure new development achieves high standards. New developments are required to address the design quality outcomes and are subject to review by a Design Review Panel where applicable (Section 2.2.5.5).</p>
13	I have a property outside the precinct affected	I live or own a property in the Town of Bassendean; I am a regular shopper or visitor to the precinct	Support but have comments or concerns	<p>Support improvements to traffic management and flow of pedestrian and cycle pathways through green areas</p> <p>Concern about parking in town area south of Guildford Road with increased residential</p> <p>Access to train stations at Bassendean and Success Hill would be safer for pedestrians with improved access points</p> <p>Concerns about traffic at intersections with guildford Road. Particularly Nth Rd and Guildford Rd.</p> <p>Highly dangerous traffic movement to and from petrol station on corner of Nth Rd.</p> <p>Provision of bike parking locked facility on town side of Bassendean station would be helpful.</p>	<p>Support and comments are noted.</p> <p>The Precinct Structure Plan is supported by a Transport Impact Assessment and Parking Management Strategy (Appendix D), which identifies that congestion is driven primarily by regional traffic growth along Guildford Road, with additional demand from growth within the Precinct (Section 3.5). The assessment recommends intersection-specific improvements, to be coordinated with Main Roads WA.</p> <p>The Transport Impact Assessment and Parking Management Strategy identifies over 500 publicly available bays within the Precinct with average weekday occupancy below 50% (Table 22). The Precinct Structure Plan aims to maintain enough public parking to support local shops and businesses, without encouraging unnecessary private vehicle use. Parking provision for individual developments will be determined at the Development Application stage.</p>
14	I have property in the precinct affected	I live or own a property in the Town of Bassendean;	Support but have comments or concerns	I support the overall intent of the Precinct Structure Plan, particularly the recognition of heritage, character, and climate considerations. However, there are several areas where the current proposal raises concerns in relation to connectivity, density planning, infrastructure	<p>Support and comments are noted.</p> <p><u>Success Hill Frame</u></p> <p>The Precinct Structure Plan addresses the Success Hill Frame through sub-</p>

ID	Is your property affected by this proposal?	Please select all the options that apply to you:	Do you support or oppose the draft Plan?	Please write your reasons for support or opposition below.	Response to submission
				<p>capacity, and liveability outcomes.</p> <p>Success Hill Frame – disconnected and inconsistently defined</p> <p>The inclusion of the Success Hill Frame is problematic in its current form. While conceptually linked to the town centre, it is physically separated by Guildford Road, which creates a clear barrier to integration. As a result, it does not function as part of a cohesive centre.</p> <p>The boundaries also appear inconsistent, with parts of Success Hill excluded and areas outside the recognised locality included. This requires clarification to ensure the designation reflects functional connectivity and historical context, rather than administrative convenience.</p> <p>Density without infrastructure – Lamb Street / Thompson Road (R160)</p> <p>The proposed R160 density along Lamb Street is not supported by existing access infrastructure.</p> <p>The area is effectively constrained by a single point of access via Thompson Road, raising concerns around traffic congestion, emergency access, and overall safety. High-density development should not proceed without demonstrated improvements to access, permeability, and movement networks.</p> <p>At present, the density allocation appears aspirational rather than grounded in infrastructure capacity.</p> <p>Misalignment between density and transport</p> <p>There is a clear mismatch between density allocation and transport infrastructure.</p> <p>Higher-density development is proposed in areas that are relatively disconnected, while areas with direct access to Bassendean Station and existing infrastructure, such as Railway Parade, are not prioritised to the same extent.</p> <p>A more logical approach would concentrate higher density along station-adjacent corridors, ensuring alignment with existing transport capacity and walkability. The current approach risks undermining both transport efficiency and urban coherence.</p> <p>Connectivity gaps – Whitfield / Station Street</p> <p>The Whitfield / Station Street area is currently disconnected yet identified for higher density. This must be addressed prior to development. In particular, there is a need for a continuous bike and dual-use path linking Whitfield, through the tunnel, to Bassendean Station and Success Hill. Without this, increased density will reinforce isolation rather than improve accessibility.</p> <p>Access to Success Hill Station – missed opportunity</p> <p>Despite its proximity, Success Hill Station remains poorly integrated into the surrounding precinct, with inadequate access for pedestrians, cyclists and people with disability.</p> <p>This is a missed opportunity. Improved, accessible connections must be prioritised to support sustainable transport, reduce car dependency, and ensure higher-density development is viable and inclusive.</p> <p>Residential-only zoning and lack of activation</p> <p>The current approach appears to prioritise residential density without sufficient provision for local services, amenities, and activation.</p> <p>Without mixed-use integration, higher-density areas risk lacking vitality, walkability, and community cohesion. Ground-floor activation, including small-scale retail, cafés, and community-facing uses, should be encouraged to support liveability and safety.</p> <p>Climate change – recognition must translate into action</p> <p>It is positive to see climate change acknowledged in the Plan. However, this must be supported by implementation measures.</p> <p>This includes prioritising the undergrounding of power lines and significant investment in tree canopy. Tree canopy is critical for heat mitigation, walkability, and long-term resilience, particularly in areas of increased density.</p> <p>Heritage and character – need for clarity and stronger safeguards</p> <p>The identification of heritage and character areas across Lamont Street, Thompson Road and N</p>	<p>precinct provisions (Part 1, Section 2.2.3), bespoke built-form requirements (Table 6), and the Nurstead Heritage Area design guidance (Table 4). The Success Hill Frame will be a mid-rise residential area with a mix of housing types, consistent with existing Residential zoning under the Town's Local Planning Scheme 11 (Part 1, Section 2.3.3).</p> <p>The Precinct Structure Plan acknowledges the physical separation caused by Guildford Road. The Movement Plan (Map 7) includes a linear greenway connecting Whitfield Street to Success Hill Station, a station arrival space, and improved pedestrian/cycling connections (Part 2, Figure 19; Appendix D, Section 4.5.1).</p> <p><u>Increased density</u></p> <p>The Precinct Structure Plan concentrates increased density around key locations such as Bassendean Station to support public transport use and local activity (Section 2.2.5.1). The Precinct Structure Plan sets out a framework for gradual urban growth, with infrastructure upgrades to occur incrementally in response to development demand. Specifically, the Transport Impact Assessment and Parking Management Strategy (Appendix D, Section 3.5.1.4) identifies the need for modified access at Thompson Road, potentially including a roundabout, and additional access via Earlsferry Court.</p> <p><u>Climate change provisions</u></p> <p>The Precinct Structure Plan includes sustainability provisions requiring a 5-Star Green Star rating for major developments (Section 2.2.5.12), Water Sensitive Urban Design (Section 2.2.5.13), and tree canopy retention (Section 2.2.5.11).</p> <p><u>Heritage</u></p> <p>The Precinct Structure Plan identifies Heritage Areas based on documented heritage values, informed by the Town's Local Heritage Survey, Heritage List, and the Success Hill Frame Heritage Assessment (Appendix G). New development within these areas must complement existing heritage fabric through controls on scale, materials, design, and setbacks (Part 2, Section 2.2.4). Heritage places are further protected under Section 2.2.5.10, requiring Heritage Impact Statements for associated development.</p>
15	I have a property outside the precinct affected	I live or own a property in the Town of Bassendean; I own or operate a business within the precinct; I am a regular shopper or visitor to the precinct;	Support but have comments or concerns	<p>My home on the corner of Shackleton Street has been significantly degraded due to increased traffic. The playground at Sandy Beach childcare centre currently under construction & increased density of housing are impacting what was a quiet street. The decision to stop traffic going right onto Old Perth Road has diverted traffic onto my street. The notion that Wilson Street become a one way street makes me very upset. More attention must be given to how traffic from new housing can be directed AWAY from existing residential streets onto Guildford road. Closing Wilson Street to two way traffic while stopping traffic turning right onto Old Perth Road will direct more traffic to cut through residential streets.</p>	<p>Concerns noted.</p> <p>The Precinct Structure Plan is supported by a Transport Impact Assessment and Parking Management Strategy (Appendix D), which identifies that congestion is driven primarily by regional traffic growth along Guildford Road, with additional demand from growth within the Precinct (Section 3.5). The assessment recommends intersection-specific improvements, to be coordinated with Main Roads WA.</p> <p>In addition, the Precinct Structure Plan targets a reduction in private vehicle mode share from 78% to 65% by 2050, supported by improved pedestrian and cycling connections (Movement Plan, Map 7), enhanced station access, end-of-trip facilities (Section 2.2.5.7), and increased local employment. The Movement Plan also directs vehicle priority to main roads and promotes pedestrian priority on local streets.</p>

ID	Is your property affected by this proposal?	Please select all the options that apply to you:	Do you support or oppose the draft Plan?	Please write your reasons for support or opposition below.	Response to submission
16	N/A	N/A	N/A	<p>First issue is building height for any high rise development along the Old Perth rd Precinct should be 3 to 5 stories high , not any higher keeping in line with multi story buildings already built on Old Perth rd and Whitfield street , same should apply to any proposed high rise development around the Football oval , keeping it all uniform height just like in central Paris .we can do it in Bassendean .</p> <p>Its important that exisiting street trees remain but would like to see more verge street trees planted in the short term to provide passive cooling along Old Perth rd , creating a shady avenue on Old Perth rd.</p> <p>There is a concern that encouraging multi story housing will need to have the support of a good drainage system, so one needs to ask will the current aged drainage sewage system be able to support increased population that they are all needing to flush their toilets just for staters without putting strain on the existing drainage sewage systems here within the Town . We appreciate that there needs to have more affordable housing here in the Town, High rise is a suggested option, one cannot ignore the high water table we have in the town centre will need to be addressed in building any multi story housing developments , there will be the need to factor in there will be the need for de watering during and after construction, all under ground services to any new contraction buildings will basically have to be waterproof, new buildings would have to be constructed well to stop any deterioration that could see these buildings needing to be demolished in 15 to 20 years time because the built construction was no longer safe because off on going maintenance problems caused because of the high water table issues causing the deteriorating structure of the building.</p> <p>All green space should be valued and improved with more trees that invites people to use our open green space, with climate change we have to acknowledge its not good to be sitting in full sun light , shaded areas add more calming tranquil and inviting spaces for people to enjoy, creating passive cooling environment in the town centre , the BIC is well used during the school hours , monthly open air markets and Anzac and Remembrance Day services , not forgetting the outdoor movies during the summer, maybe there needs to have other performance events happening medium to small scale that encourage people to use the Open Space at the BIC better, the fact that we have great parks and reserves will help the Town deal with increased population in the future is good, our city fathers must have had a good vision for the future must be appreciated now in 2026.</p> <p>Any multi-storey housing being built should incorporate some green open space with in the development , no wall to wall building built right to the edge of the boundary of get maximin floor space for the building development , we should still insist on percentage for public art that would make precinct more appealing for residents and visitors to then area , Singapore is a good example of having free standing sculptures in amongst their high rise buildings , On way streets and malls that may all sound appealing , but the pressure that could result on more traffic using West rd , Parker street , Wilson street , James Street , Hamilton Street and Whitfield street all head south of Old Perth rd are all residential areas , this would be impacted by increased traffic because of any street closure or a one way street in the vicinity up near the rail way station.</p> <p>The Town still has a problem where quite a few shops are empty due to their owners doing land banking and making no effort to maintain these shop houses or offering the shop fronts for community projects and displays to bring vitality to Old Perth rd, I would like to see a more hands on approach with both State and Local Governments forcing these land owners to improve maintain and offer a reasonable weekly rents to get a full occupancy happening on Old Perth rd., the street is suffering from no action or commitment by these land lords ,its been going one for easy 30 years ,</p> <p>Old Perth rd has been suffering because past ideas have not worked its a bit like the future of Old Perth rd is being stalled in making the precinct a vibrant place where people want to be, the culture with these lazy land lords who do nothing .That needs to change now, all the money the Town spends on consultants in coming up with a good vision for Old Perth rd has been wasting rate payers money in trying to implement change .</p> <p>I trust good ideas will happen for Old Perth rd .</p>	<p>Concerns noted.</p> <p><u>Building height</u> The Precinct Structure Plan's building height provisions (Map 3) are consistent with the Town's endorsed Local Planning Strategy (2023) and Town Centre Masterplan (2021). Base heights along Old Perth Road are generally 4–6 storeys, graduating to 2–3 storeys at the residential fringe. Additional height is only available on Opportunity Sites (Map 8) where voluntary community benefits are provided (Part 1, Section 2.3). Sensitive boundary provisions (Map 5; Figure 2) require a 45-degree setback above 2 storeys adjoining lower-density areas.</p> <p><u>Tree canopy</u> The Precinct Structure Plan includes provisions requiring retention of regulated trees (Section 2.2.5.11), with the Town's LPP13 – Tree Retention and Provision applying to all development. The plan supports the Town's target of 30% canopy coverage by 2040. Street setback areas are required to provide tree retention or deep-soil areas for new developments (Section 2.2.5.2; Map 4).</p> <p>In addition, The Precinct Structure Plan includes sustainability provisions requiring a 5-Star Green Star rating for major developments (Section 2.2.5.12) and Water Sensitive Urban Design (Section 2.2.5.13).</p> <p><u>Drainage</u> The Local Infrastructure Servicing Report (Appendix E) and Local Water Management Strategy (Appendix F) identifies required drainage infrastructure upgrades. The Precinct Structure Plan sets out a framework for gradual urban growth, with infrastructure upgrades to occur incrementally in response to development demand. On-site stormwater retention is required to be demonstrated by new developments (Section 2.2.5.13).</p> <p><u>Watertable concerns</u> The Local Water Management Strategy (Appendix F, Section 4.4) addresses groundwater management, requiring site-specific investigations for developments proposing basements.</p> <p><u>Traffic</u> The Precinct Structure Plan is supported by a Transport Impact Assessment and Parking Management Strategy (Appendix D), which identifies that congestion is driven primarily by regional traffic growth along Guildford Road, with additional demand from growth within the Precinct (Section 3.5). The Transport Impact Assessment recommends intersection-specific improvements, to be coordinated with Main Roads WA.</p> <p>In addition, the Precinct Structure Plan includes a comprehensive Movement Plan (Map 7) that directs vehicle priority to main roads and promotes pedestrian priority on local streets.</p> <p><u>Activation</u> The Precinct Structure Plan encourages diverse land use along Old Perth Road through land use provisions (Table 2; Table 8) and ground-floor activation requirements on Active and Semi-Active frontages (Map 6). The Retail Needs Assessment (Appendix B) identifies capacity for approximately 6,000 sqm of additional shop/retail floorspace by 2050.</p>
17	I have property outside the precinct affected	I live or own a property in the Town of Bassendean; I am a regular shopper or visitor to the precinct;	Support but have comments or concerns	<p>Keep village feel of town centre</p> <p>Support redevelopment, some increase to density to support population growth and business use</p> <p>More hospitality uses small bars micro breweries</p> <p>Support taller buildings so long as upper storeys set back from street</p> <p>Encourage a second supermarket in town centre and convenience / everyday needs retail, pop ups and retail activation</p> <p>Improve pedestrian access across railway and Guildford rd.</p> <p>Encourage use of vacant buildings</p> <p>Encourage more shops on north western side of railway near BWS too</p>	<p>Support and comments noted.</p> <p>The Precinct Structure Plan seeks to protect and enhance Bassendean's heritage and character through identified heritage areas and built form provisions that require new development to complement existing scale, materials, and architectural elements (Part 1, Section 2.2.4; Tables 3 and 4). Specifically, upper-level setbacks (Section 2.2.5.2) require taller elements to be recessed. Sensitive boundary provisions (Map 5; Figure 2) require a 45-degree setback above 2 storeys adjoining lower-density areas.</p> <p>The Precinct Structure Plan includes a comprehensive Movement Plan (Map 7) prioritising pedestrian and cycling movement, including across Guildford Road.</p> <p>The Precinct Structure Plan includes provisions to encourage diverse land use along Old Perth Road, including retail, hospitality, and commercial uses (Part 2,</p>

ID	Is your property affected by this proposal?	Please select all the options that apply to you:	Do you support or oppose the draft Plan?	Please write your reasons for support or opposition below.	Response to submission
					Section 2.2.2, Table 2; Section 2.2.5.6, Table 8). Public realm improvements, including streetscape upgrades, improved pedestrian crossings, and enhanced landscaping along Old Perth Road (Map 9), are intended to create a safer, more inviting main street environment and support business diversity.
18	I have property in the precinct affected	I live or own a property in the Town of Bassendean;	Oppose	If I ever have to sell the property, buyers might be put off buying it, because of this heritage factor	Concern noted. The Precinct Structure Plan identifies Heritage Areas based on documented heritage values, informed by the Town's Local Heritage Survey, Heritage List, and the Success Hill Frame Heritage Assessment (Appendix G). New development within these areas must complement existing heritage fabric through controls on scale, materials, design, and setbacks (Part 2, Section 2.2.4). Heritage designation does not prohibit development or alteration; rather, it requires that changes are sympathetic to the heritage values of the place.
19	I have property outside the precinct affected	I live or own a property in the Town of Bassendean; I am a regular shopper or visitor to the precinct;	Support but have comments or concerns	The Beauty of Bassendean are the trees and small town feel in the middle of the metropolitan area. Buildings higher than 4 stories will be a visual eyesore much like Maylands, where you see apartment buildings in the skyline instead of tree canopy and sky. It would be good to have better use of the commercial spaces and adding a bakery, specialty delicatessen and retail shops on Old Perth Road as a destination for a day trip where people come to shop, eat and drink. Slowly, we are getting more places open for dinner and drinks of an evening= it would be good to encourage diversity with this to offer something for everyone. My suggestions will hopefully promote the walkability of the area where we can enjoy a walk down tree-lined streets to "The local" as opposed to passing tall buildings and the shadows they create.	Comments noted. <u>Building height</u> The Precinct Structure Plan's building height provisions (Map 3) are consistent with the Town's endorsed Local Planning Strategy (2023) and Town Centre Masterplan (2021). Base heights along Old Perth Road are generally 4–6 storeys, graduating to 2–3 storeys at the residential fringe. Additional height is only available on The proposed building height framework aligns with State objectives to accommodate increased dwelling supply, while balancing these requirements with community expectations through built form controls. <u>Activation</u> The Precinct Structure Plan includes provisions to encourage diverse land use along Old Perth Road, including retail, hospitality, and commercial uses (Part 2, Section 2.2.2, Table 2; Section 2.2.5.6, Table 8). Public realm improvements, including streetscape upgrades, improved pedestrian crossings, and enhanced landscaping along Old Perth Road (Map 9), are intended to create a safer, more inviting main street environment and support business diversity. <u>Movement</u> The Precinct Structure Plan includes a comprehensive Movement Plan (Map 7) that prioritises pedestrian and cycling movement. The Movement Plan directs vehicle priority to main roads and promotes pedestrian priority on local streets.
20	I have property in the precinct affected	I live or own a property in the Town of Bassendean; I am a regular shopper or visitor to the precinct; I am disabled;	Support but have comments or concerns	Regarding Movement and Access to Bassendean and Success Hill Train Stations, there is NO attention to the requirements of Disabled Users who utilise walking frames wheelchairs, electric vehicles or shopping trolleys. At Bassendean, when the elevators are not functioning, there is no way for the disabled public to leave the station platform. They must get back on the train and travel to another station. It is imperative that a ramp is installed that connects the platform level with the subway at First Avenue, to the east. At Success Hill, there is an enormous uninterrupted ramp from the platform to the spanning walkway. There are NO horizontal platforms where disabled people might rest before continuing the ascent. Also, hauling packed shopping trolleys without assistance can be debilitating to the health. Without affecting the serviceability of the existing ramp, a stand-alone 'observation platform' could be assembled adjacent to and adjoining halfway up the ramp. Then, disabled users could wheel themselves on the the platform, to rest. Bassendean Train Station: The station has NO ramp access. When the elevators fail to functions, there is no way for walking frames, wheelchairs, mobility scooters and shopping trolleys to exit from the platform. They must travel to another train station. A ramp must be constructed, connecting the platform to the First Avenue Subway. Success Hill Train Station: The existing platform access ramp is very long and has no midway horizontal sections for disabled users to rest. I have already suggested that an autonomous observation platform could be constructed alongside the ramp without interfering with its operation. See enclosed dialogue with the Public Transport Authority.	Concerns noted. The Precinct Structure Plan includes universal accessibility as a core design quality principle (Part 1, Table 9). The plan advocates for improved station access and facilities at both stations (Transport Impact Assessment and Parking Management Strategy Section 4.5; Movement Plan, Map 7). The Precinct Structure Plan's provisions for pedestrian priority (Map 7), improved crossing facilities, and station arrival improvements are designed to benefit all users. However, it is noted that inclusion of a ramp at Bassendean Station is constrained by technical design requirements.
21	I don't have any property affected	I live or own a property in the Town of Bassendean;	Support but have comments or concerns	I support the mid to high density housing suggested. The area needs to meet state housing targets. I think it is far better for privacy, noise, aesthetics, and mature tree retention to meet this target by having higher density in the centre where it is least disruptive to the majority of TOB residents. This reduces the need for extensive subdivisions and subsequent clearing of tree canopy across TOB.	Support and comments are noted. <u>Tree canopy</u> The Precinct Structure Plan includes provisions requiring retention of regulated trees (Section 2.2.5.11), with the Town's LPP13 – Tree Retention and Provision applying to all development. The plan supports the Town's target of 30% canopy

ID	Is your property affected by this proposal?	Please select all the options that apply to you:	Do you support or oppose the draft Plan?	Please write your reasons for support or opposition below.	Response to submission
				<p>The plan sounded vague when mentioning the retention of mature trees. Phrases such as 'where possible' are not reassuring. It is vital that plans truly try to retain mature trees, this may mean getting creative with designs rather than stock standard lazy planning. I was pleased to see that in the success hill area there seems to be more certainty around retaining mature trees. I think it is so important for the heritage values of this area to be protected. Both the older houses and heritage trees such as the large Morton Bay fig. There needs to be a LARGE exclusion zone around these trees. The tree that was killed during the lighting works on Bassendean oval was absolutely unacceptable. More care must be taken when developing around mature trees. Please raise these standards and have legislation and consequences in place should those involved with the development not show enough care.</p> <p>Please also have a risk mitigation plan for pests and diseases to protect mature trees during the development process. This is particularly important as Morton Bay Figs are susceptible to PSHB.</p>	<p>coverage by 2040. Street setback areas are required to provide tree retention or deep-soil areas for new developments (Section 2.2.5.2; Map 4).</p> <p><u>Heritage</u> The Precinct Structure Plan identifies Heritage Areas based on documented heritage values, informed by the Town's Local Heritage Survey, Heritage List, and the Success Hill Frame Heritage Assessment (Appendix G). New development within these areas must complement existing heritage fabric through controls on scale, materials, design, and setbacks (Part 2, Section 2.2.4). In the Success Hill Frame, the Nurstead Heritage Area provisions (Table 4) specifically require retention of existing mature trees and provision for medium and large trees in street setback areas. Generous rear setbacks (6.0 m minimum, Table 6) are applied to preserve the backyard character and mature vegetation.</p> <p><u>Biosecurity</u> The Environmental Assessment (Appendix C, Section 3.1.7) identifies PSHB as a potential threat to trees. Planting of species known to be susceptible to PSHB is to be avoided. The suggestion for pest and disease risk mitigation during development is noted and can be addressed through Construction Environmental Management Plans required under the Local Water Management Strategy (Appendix F, Section 5.1.2).</p>
22				<p>1. Executive Summary This submission responds to the Bassendean Precinct Structure Plan from the perspective of an international Futurist with over 35 years of professional experience in long range urban planning across six countries. The comments provided follow the structure of the Summary Document and reflect both professional expertise and long standing local knowledge as a resident of Bassendean since 2010.</p> <p>The overarching concern is that, while the Plan contains many positive statements—particularly regarding Transit Oriented Development, public open space, and selected heritage values—it lacks the long term strategic vision required for a healthy, resilient Bassendean in 2050. The document focuses heavily on short term built form and movement challenges without articulating how the Town, its businesses, and its residents will function in a radically different future world.</p> <p>Key issues identified include:</p> <ul style="list-style-type: none"> Heritage omissions, particularly the failure to recognise the cultural significance of the Bassendean Oval berm to the Wadjuk people and the historical value of existing structures. Lack of timeframes for proposed dwelling increases, making it impossible to assess staging, impacts, or community adjustment. Building heights far exceeding current norms (8–18 storeys versus the existing 2 storey maximum) without specifying intended uses, undermining the credibility of the proposed development incentives. Insufficient detail to demonstrate how public benefits will be delivered, especially in the public realm and open space proposals. Unresolved traffic and access issues, particularly around West Road and the Hawaiian shopping centre, which will worsen with increased density and have not been addressed in any meaningful way. Contradictory assumptions regarding reduced vehicle use despite demographic realities, mobility needs, and increased service vehicle demand associated with social housing. Absence of a 30 year Future Vision, leaving the Plan without a guiding framework for long term prosperity, environmental stewardship, or community wellbeing. <p>Bassendean's unique character—its heritage, natural environment, and village like identity—remains its greatest long term asset. The community has consistently expressed support for growth and development, but only when accompanied by clear detail, transparent intentions, and respect for the Town's defining qualities.</p> <p>The Precinct Structure Plan, in its current form, does not provide the level of specificity, cultural recognition, or future focused planning required to ensure that Bassendean evolves into a healthy, prosperous, and resilient town by 2050. A more detailed, visionary, and community aligned approach is essential before the Plan can be supported.</p> <p>2. Professional Background I am an international Futurist with over 35 years of professional experience in long range planning across six countries, specialising in strategic foresight for economic, political, social, and environmental systems. I hold four university qualifications from the University of British Columbia and Murdoch University, and my work has consistently focused on big picture, 30 year plus planning frameworks that integrate cross sectoral impacts and future focused</p>	<p>Comments and concerns noted.</p> <p><u>Long term vision</u> The Precinct Structure Plan is a strategic planning document, providing a framework for land use, built form, infrastructure, and public realm outcomes, with development expected to occur incrementally over several decades (Part 1, Sections 1.3 and 1.5).</p> <p>The Plan includes a defined vision (Section 1.7), objectives (Section 1.8), and sub-precinct statements (Section 2.2.3), supported by a suite of technical appendices addressing transport, environment, infrastructure, water management, heritage, and economic considerations. Together, these components provide an integrated framework to guide the long-term evolution of the precinct.</p> <p><u>Housing and growth</u> The Precinct Structure Plan includes discussion of potential dwelling yield and growth, including estimates of growth phasing/timing (refer Figure 26).</p> <p><u>Heritage</u> The Aboriginal Cultural Heritage Assessment (Appendix H) identifies registered Aboriginal heritage places within and adjacent to the precinct, including Success Hill. The Precinct Structure Plan requires that development within registered sites seek appropriate advice and, where relevant, be supported by an Aboriginal cultural heritage management plan (Part 1, Section 2.2.5.10).</p> <p>Heritage and character provisions (Part 1, Section 2.2.4; Tables 3 and 4) apply to identified Heritage Areas, requiring new development to respond to existing cultural and built form values.</p> <p><u>Building height and built form</u> The Precinct Structure Plan's building height provisions (Map 3) are consistent with the Town's endorsed Local Planning Strategy (2023) and Town Centre Masterplan (2021). Base heights along Old Perth Road are generally 4–6 storeys, graduating to 2–3 storeys at the residential fringe. Additional height is only available on Opportunity Sites (Map 8) where voluntary community benefits are provided (Part 1, Section 2.3). Sensitive boundary provisions (Map 5; Figure 2) require a 45-degree setback above 2 storeys adjoining lower-density areas.</p> <p><u>Public realm and open space</u> The Public Realm and Landscape Plan (Map 9) and Part 2, Section 3.3 establish the spatial framework and design objectives for streets, open space, and key public areas. These provisions are supported by the development incentives framework, which enables delivery of public realm improvements as part of redevelopment.</p> <p><u>Traffic and movement</u> The Precinct Structure Plan is supported by a Transport Impact Assessment and Parking Management Strategy (Appendix D), which identifies that congestion is driven primarily by regional traffic growth along Guildford Road, with additional demand from growth within the Precinct (Section 3.5). The Transport Impact</p>

ID	Is your property affected by this proposal?	Please select all the options that apply to you:	Do you support or oppose the draft Plan?	Please write your reasons for support or opposition below.	Response to submission
				<p>resilience.</p> <p>I have been listed in Who's Who in Australia since 1984 for contributions to economic innovation and have served on the foundation boards of a university, five independent schools, an international film company, a not for profit film institute, a TAFE school for art and design, and university programs in contract law and communication studies. My governance experience spans both corporate and not for profit sectors, with a consistent emphasis on innovation, strategic development, and long term societal outcomes.</p> <p>A resident of Perth since 1970 and Bassendean since 2010, I have been actively involved in the local community for more than 15 years, serving on the executives of both the Bassendean Historical Society Inc. and the Bassendean Arts Community Inc. This long standing engagement provides me with deep local knowledge and a strong understanding of the cultural, historical, and social context of the Town of Bassendean.</p> <p>The following comments are presented in the order of topics contained in the Summary Document of the Bassendean Precinct Structure Plan 13.03.2026.</p> <p>3. Precinct Structure and Sub Precincts The Precinct Structure Plan should explicitly identify and protect the cultural and historical values associated with the Bassendean Oval and its surrounds. In particular, the berm encircling the Oval contains earth of significant cultural importance to the Wadjuk people. This feature is not incidental; it is a culturally embedded landscape element that warrants formal recognition within the heritage and character provisions of the Plan.</p> <p>Several existing sporting structures and facilities on the Oval also hold historical value for the local community. Their omission from the heritage considerations results in an incomplete and potentially misleading representation of the site's cultural and historical context.</p> <p>By not acknowledging the Indigenous cultural significance of the Oval and its berm, the current Precinct Plan overlooks the Town's responsibility to undertake proper investigation, consultation, and recognition of these values. This omission risks future planning decisions proceeding without the culturally informed safeguards required to protect a site of importance to the local Wadjuk community.</p> <p>It is essential that the Precinct Structure Plan incorporate these cultural and historical elements into its sub precinct definitions and planning controls before any changes to the Oval are considered.</p> <p>4. Housing and Growth The Precinct Structure Plan presents a definitive number of new dwellings but does not specify the timeframe over which this growth is expected to occur. Without a stated horizon—whether 10, 20, or 30 years—it is difficult to meaningfully assess the feasibility, sequencing, or cumulative impacts of the proposed development. Time based staging is fundamental to responsible urban planning, particularly where increased building heights and densities are proposed in an established, low rise residential context.</p> <p>A clear transition strategy is essential. Changes to building scale and height must be introduced gradually to maintain the Town's village like character and to support the psychological and sociological adjustment of residents and ratepayers. Abrupt shifts in built form can undermine community cohesion and erode the sense of place that defines Bassendean. Transit Oriented Development principles can be appropriate, but only when implemented over time, with careful staging and sensitivity to existing neighbourhood identity.</p> <p>The proposed increase in housing around the Oval raises additional concerns. While the location is close to shops and public transport, it sits within an already constrained traffic environment. For more than 15 years, no planning consultant engaged by the Town has provided viable options to address the long standing traffic flow issues in this area. Introducing significant new residential density without resolving these constraints will exacerbate congestion for anyone accessing the shopping centre, the Oval, or travelling to and from Guildford Road—the primary arterial route into the Town.</p> <p>Without a comprehensive traffic management plan and a clearly articulated staging framework, the proposed housing uplift risks creating a future traffic bottleneck and undermining the liveability and accessibility of the precinct.</p> <p>There is also concern that the Plan has not adequately considered the impact of climate</p>	<p>Assessment recommends intersection-specific improvements, to be coordinated with Main Roads WA.</p> <p>The Transport Impact Assessment (Section 2.4, Table 3) acknowledges that 78% of journey-to-work trips are by private vehicle. The Precinct Structure Plan targets a reduction in private vehicle mode share from 78% to 65% by 2050, supported by improved pedestrian and cycling connections (Movement Plan, Map 7), enhanced station access, end-of-trip facilities (Section 2.2.5.7), and increased local employment.</p>

ID	Is your property affected by this proposal?	Please select all the options that apply to you:	Do you support or oppose the draft Plan?	Please write your reasons for support or opposition below.	Response to submission
				<p>change on environmental factors limited proposed development. Such as the rising water table in an areas like the Oval will greatly impact the cost benefit analysis of building multi-storey structures on the site.</p> <p>5. Building Heights and Built Form The detailed design requirements accompanying the five guiding dot points are acknowledged as beneficial to the overall intent of the Precinct Structure Plan. However, as previously noted, the absence of a stated timeframe for implementation raises significant concerns. Without clarity on staging, it is not possible to assess whether the proposed changes to building height and form can occur in a manner that protects the Town's long established village ambience.</p> <p>Over the past 15 years, every professional and community survey undertaken by the Town has consistently identified the village like character—and the primacy of the natural environment—as the defining elements of Bassendean's identity. Any increase in building scale must therefore be carefully managed to ensure these values remain central to future development. The Plan requires a more explicit discussion of how the proposed built form will safeguard this identity, particularly in relation to transitions between existing low rise areas and any new, taller structures.</p> <p>The reference to heritage places within the design requirements is also incomplete. As previously stated, the Oval and its culturally significant berm are not included, despite their importance to both Wadjuk heritage and the Town's historical narrative. Their exclusion gives the impression of tokenistic acknowledgement rather than a genuine integration of heritage considerations into built form planning. Without clear guidance on where increased building heights are proposed—and how these will be balanced with cultural and environmental values—the Plan lacks the specificity required for responsible long term decision making.</p> <p>A more robust and transparent approach is needed to demonstrate how building heights, massing, and architectural form will be managed to preserve Bassendean's unique character while accommodating future growth.</p> <p>6. Development Incentives for Community Benefits Bassendean is a small Town, and any significant change within the Precinct Structure Plan area will have impacts that extend well beyond the immediate precinct boundaries. Residents and ratepayers in all parts of the Town—including Eden Hill and Ashfield—will experience the effects of increased density, altered traffic patterns, and changes to the built environment. It is therefore essential that the Plan clearly articulate the purpose and intended community benefit of any development receiving height or density incentives.</p> <p>The Plan identifies sites with proposed building heights ranging from 8 to 18 storeys dramatically higher than the Town's current maximum of two storeys. However, the intended uses of these buildings are not specified. Without clarity on whether these structures are intended for residential, commercial, mixed use, institutional, or other purposes, it is impossible to assess their contribution to community benefit or their alignment with the Town's long term vision.</p> <p>The function of a tall building fundamentally shapes its impact. A 12 storey block of high end apartments, for example, has vastly different implications for traffic, amenity, visual character, and community acceptance than a 12 storey parking structure or a commercial tower. These distinctions matter deeply in a small Town with a strong village identity and a limited population base.</p> <p>For the Plan to be credible as a strategic planning document, it must provide far more specificity regarding the proposed uses of any buildings exceeding four storeys. Without this information, the community cannot meaningfully evaluate the benefits, trade offs, or long term implications of granting development incentives. Clear articulation of intended land uses is essential to ensure that any additional height or density genuinely delivers community benefit rather than imposing disproportionate impacts on the Town's residents.</p> <p>7. Public Realm and Open Space It is appreciated that the Precinct Structure Plan recognises the importance of parks, public spaces, and the natural environment to the Town's identity and future success. These elements have consistently been identified by the community as core to Bassendean's character and liveability. However, while the Plan states that development incentives are intended "to deliver clear public benefit," this statement remains unsubstantiated without sufficient design detail to demonstrate how such benefits will actually be achieved.</p>	

ID	Is your property affected by this proposal?	Please select all the options that apply to you:	Do you support or oppose the draft Plan?	Please write your reasons for support or opposition below.	Response to submission
				<p>Several options presented in the Plan have been trialled previously without success. For example, the proposal to create a one way traffic zone at the railway end of Old Perth Road was strongly opposed by both residents and business proprietors at the time. The community expressed clear concerns that the change reduced accessibility, harmed local business activity, and detracted from the usability of the street. This history is important and should inform current planning proposals, yet the Plan does not adequately acknowledge or respond to these past outcomes.</p> <p>Unfortunately, many planning proposals put forward by consultants in recent years have not been well received by the wider community when professionally surveyed. This has contributed to a degree of cynicism and mistrust, particularly when plans lack sufficient detail to reassure residents that dramatic changes will not erode the Town's village like ambience. The absence of clear, specific design information in the current Plan risks reinforcing this scepticism.</p> <p>Community surveys have consistently shown that residents understand and accept that growth and development are necessary for the Town's future. However, they also express a strong desire to retain some control over what is built, where it is located, and how it will affect the public realm before changes become irreversible. The Plan must therefore provide greater clarity, transparency, and specificity to ensure that proposed public realm improvements genuinely reflect community values and deliver meaningful, long term benefit.</p> <p>8. Movement and Access There are two key aspects of movement and access within the Precinct area that have been repeatedly misunderstood or overlooked by previous planning consultants. These omissions continue in the current Precinct Structure Plan and must be addressed before any credible long term planning decisions can be made.</p> <p>First, the majority of residents in the Town—particularly those living in outer Ashfield and Eden Hill—require the use of a motor vehicle to access the shops, services, and businesses within the precinct. This is a structural reality of Bassendean's layout, demographics, and public transport limitations. Any planning proposal that assumes a significant modal shift away from private vehicles must demonstrate how such a shift will be achieved, rather than simply asserting it.</p> <p>Second, congestion along West Road and the streets surrounding the Hawaiian shopping centre has become an escalating problem as the Town's population grows. This area already functions as a bottleneck, and the proposed increase in residential and mixed use development—much of it multi storey—will intensify this pressure. At present, the area poses safety risks for pedestrians, particularly the elderly, children, and those with limited mobility. The Plan does not provide any detailed or credible mitigation strategies to address these risks. Simply stating that traffic conditions will improve is insufficient and does not align with observed conditions or projected growth.</p> <p>While walking and cycling should be encouraged, the Plan must acknowledge that many residents—especially older people, those with mobility challenges, and those living in the far reaches of the Town—will continue to rely on motor transport. In addition, the anticipated and desirable increase in social housing will bring higher demand for in home support services. Current research shows that social housing residents typically require more frequent visits from support workers, all of whom will arrive by vehicle. This will increase traffic volumes and parking demand in precisely the areas where the Plan appears to assume fewer vehicles and greater reliance on active transport.</p> <p>These are contradictory assumptions that are not adequately addressed in the current document. Without a realistic and evidence based movement and access strategy, the Plan risks creating unsafe conditions, worsening congestion, and undermining the very liveability it seeks to enhance.</p> <p>9. Heritage, Character and Environment As previously stated, the Precinct Structure Plan contains a significant omission in failing to identify the heritage value of the Bassendean Oval, which holds deep cultural importance for both the Wadjuk people and the Town's settled communities. The berm surrounding the Oval, in particular, is a culturally significant landscape feature that should be recognised and protected. Its exclusion from the heritage considerations of the Plan is a serious oversight.</p> <p>There is a growing perception within the community that this omission may be influenced by other proposed development concepts for the Oval and its surrounds—concepts that similarly disregard the Indigenous heritage of the site. While the Plan expresses values</p>	

ID	Is your property affected by this proposal?	Please select all the options that apply to you:	Do you support or oppose the draft Plan?	Please write your reasons for support or opposition below.	Response to submission
				<p>relating to the protection and enhancement of heritage, character, and the natural environment, these statements remain unconvincing without specific design drawings or detailed proposals demonstrating how such values will be upheld in practice. Ratepayers are therefore justified in their scepticism, given the Town's recent history of planning proposals that have not aligned with stated heritage and environmental commitments.</p> <p>Bassendean's heritage and natural physical environment are central to its unique character and remain its greatest long term assets, particularly given its proximity to the City of Perth. These qualities underpin the Town's identity, liveability, and future prosperity. Any credible planning framework must therefore prioritise their protection and enhancement.</p> <p>Future planning for healthy, prosperous towns requires a long term, integrated vision—one that considers how the Town, its businesses, and its residents will function and thrive 30 years from now. The current Precinct Structure Plan appears to focus primarily on short term built form and movement challenges, rather than articulating a forward looking vision that reflects the profound social, economic, environmental, and technological changes expected over the coming decades. There is no evident "Future Vision" within the document that addresses the realities of a 30 plus year horizon.</p> <p>Without such a vision, the Plan risks delivering piecemeal solutions that fail to safeguard the Town's heritage, character, and environmental assets or to position Bassendean for long term resilience and prosperity.</p> <p>10. Conclusion While there is much to admire in the proposed Precinct Structure Plan—particularly its stated support for Transit Oriented Development principles, the value placed on the natural environment, the recognition of public open spaces, and the acknowledgement of selected heritage locations—there remains an overarching concern that the proposal does not adequately consider what a healthy, functioning Bassendean should look like in a very different 2050.</p> <p>The Plan lacks a coherent Future Vision within which the Precinct is expected to operate. Change across economic, environmental, social, cultural life is accelerating exponentially; technology alone will impact how we live, work, and play in 25 years' time. Without a realistic future vision, the document reads as a response to short term built form and movement challenges rather than a strategic framework for long term prosperity, resilience, and community wellbeing. This absence of future focused thinking results in a lack of design detail to substantiate the positive language used throughout the Plan. As a result, it is difficult to understand what the proposed Precinct will actually manifest if implemented without further clarification.</p> <p>The community of Bassendean deserves more than broad statements about environmental, social, and economic values. It deserves clear, specific, and transparent detail about how these values will be realised in the built environment over the coming decades. Without such detail, the community is left to question the true intentions and practical outcomes of the Plan.</p>	
23	I have property in the precinct affected	I live or own a property in the Town of Bassendean; I own or operate a business within the precinct;	Support but have comments or concerns	<p>As the landowner and operator of (Lot 2) No. 2 West Road, Bassendean (subject site), we thank the Town of Bassendean (the Town) for the opportunity to provide feedback on the draft Bassendean Precinct Structure Plan (draft PSP). Our consultants, Hames Sharley, together with Hawaiian have reviewed the draft PSP thoroughly and have some comments, concerns and recommendations to offer the Town for its due consideration. We also appreciate the opportunity to discuss these with you at our forthcoming meeting to be held on 6 May 2026.</p> <p>Hawaiian has proudly invested in and supported the Bassendean community for 22 years. We have an interest in the future success of the town centre as long term investors of the shopping centre. We support the ambition of the draft PSP, however, we do not support it in its current form. We believe the draft PSP requires further interrogation and refinement to ensure it can deliver a functional and vibrant mixed-use precinct that aligns with the objectives of the Town and meets the expectations of the community and key stakeholders.</p> <p>The following passages set out our comments on the draft PSP intent and/or provisions and our position and/or recommendation to address the comment and/or concern.</p> <p>Comments and Concerns</p> <p>Plot Ratio</p>	<p><u>Plot Ratio (R-AC1)</u></p> <p>The submission noted support for the proposed absence of a plot ratio limit for the site.</p> <p>The Precinct Structure Plan provides no prescribed maximum plot ratio for R-AC1 coded land (Part 1, Table 7), allowing development outcomes to respond to site context and design quality considerations. This approach is intended to support flexible redevelopment of Bassendean Hawaiian's site, and facilitate opportunities for community benefit.</p> <p>The absence of plot ratio limit is tied to the need for a Local Development Plan for the site, enabling tailoring of building height distribution across the land, in conjunction with a clear plan for community benefits and land use distribution.</p> <p><u>Building height and Local Development Plan requirement</u></p> <p>The base building height of 6 storeys for Lot 2 West Road (Map 3; section 2.2.5.1) reflects its interface with surrounding residential areas and public open space. Additional height is available through the development incentives framework (Section 2.3; Map 8), subject to the delivery of community benefits.</p> <p>The submission raised concern with the 6 storey height limit, noting this was inconsistent with the R-AC1 coding (which has a building height of 9 storeys) and</p>

ID	Is your property affected by this proposal?	Please select all the options that apply to you:	Do you support or oppose the draft Plan?	Please write your reasons for support or opposition below.	Response to submission
				<p>It is pleasing to observe that for R-AC1, being the density code applicable to the subject site, there is no maximum plot ratio. The rationale outlined by the Town is that this will allow “key redevelopment sites, such as the Hawaiian’s Bassendean Shopping Centre to be developed in a way that is responsive to context, and that generates opportunities for community benefits”.</p> <p>We fully support this intent and the provision of the draft PSP. We trust there would be no modification to this provision without our knowledge and input.</p> <p>Building Height Clause 2.2.5.1 of the draft PSP identifies the base building height for the subject site at six (6) storeys. Section 2.3 enables bonus height to total twelve (12) storeys only where a Local Development Plan (LDP) has been approved over the subject site and where community benefits in accordance with clause 2.3 Community Benefits are provided (more on this below). This provision also limits bonus height to the height specified (12 storeys).</p> <p>While the draft PSP aims to support increased height over large properties in the structure plan area that are well located, inclusive of the subject site, the implementation of this is not consistent with the intent. For example, Lot 9644 (No. 1) Park Lane, Bassendean, which is zoned R-AC1 consistent with the subject site, enables nine (9) storeys as of right and up to 12 with bonuses implemented. In contrast, the subject site only enables six (6) storeys as of right and to contemplate more an LDP needs to be implemented.</p> <p>The implementation process described above is not considered fair and reasonable, particularly as it introduces another layer of planning framework that needs to be completed to be considered for additional height. This is not considered consistent with planning reform ongoing within Western Australia and more importantly, there does not appear to be any cogent reasons included in the draft PSP as to the need for an LDP over the subject site.</p> <p>Position: We object to this provision and require removal of the need for an LDP. We also request the nine (9) storeys applicable under the R-AC1 density code under the Residential Design Codes, be enabled as of right.</p> <p>Community Benefits Framework Provision of community benefits are required for the Town to support the maximum height enabled over the subject site under the draft PSP. This is implemented via a points system, with 1.5 points required for the subject site (supported by an LDP), where-as only 1.0 is required for other sites.</p> <p>We note, in-kind contributions can be made to public realm upgrades directly adjacent to sites, in accordance with Table 10 and Map 9 of the draft PSP. This map, however, does not directly respond to Hawaiian’s earlier recommendations in regard to such matters. Furthermore, it is not clear how an in-kind contribution would be calculated as it relates to the community benefit points on offer. For example, there is no calculation to determine the contribution amount or how contributions from multiple owners would occur. Finally, there is no timeframe for when works would occur to ensure a landowner’s contribution was actually realised.</p> <p>In this regard, the Department of Planning, Lands and Heritage (DPLH), being the assessing authority for PSPs, have been consistent of late in only supporting a community benefit framework such as this where a Needs Assessment accompanies the draft PSP and where economic analysis has been completed to confirm the benefit of the additional height enabled is commensurate with the cost of the community benefits required. Having reviewed the draft PSP, it is evident this information has not been prepared. Position: We object to the imposition of the community benefits framework and seek its removal unless and until the identified work has been completed in partnership with Hawaiian.</p> <p>Upgrade of West Road The draft PSP outlines the opportunity for a mixed street node along West Road. The concept of upgrading West Road as noted in the draft PSP is encouraged together with the opportunity for redevelopment of Bassendean Oval, as discussed and articulated in Hawaiian’s submissions on the Bassendean Oval Redevelopment Concept Masterplan. This said, and as raised in Hawaiian’s submissions on the above topic, there is a lack of detail over the improvements proposed and it is considered the concept requires further interrogation and refinement to ensure it can deliver a functional and vibrant mixed-use precinct that aligns with the objectives of the Town and meets the expectations of the community and key stakeholders. Finally, the draft PSP articulates publicly accessible open</p>	<p>required a Local Development Plan to be prepared in order to exceed the 6 storey limit.</p> <p>The requirement for a Local Development Plan (Section 2.2.5.1(d)) recognises the scale and complexity of the site and provides a mechanism to coordinate built form, access, land use, and integration with the public realm across a large, consolidated parcel. This approach is applied to ensure that additional height and density are delivered in a coordinated and design-led manner that balances landowner/development intentions, with the need to respond to key planning objectives for the precinct including:</p> <ul style="list-style-type: none"> – The provision of community benefits, commensurate to the scale of development sought – Deliver sufficient opportunity for new housing, commercial spaces, employment and community facilities. <p><u>Consistency between R-AC1 sites</u> The submission notes that other sites coded R-AC1 within the precinct were prescribed differing building heights and other development standards. The submission raised concern with the 6 storey height limit, noting this was inconsistent with the R-AC1 coding (which has a building height of 9 storeys). Variations in base height provisions across R-AC1 sites reflect differing site contexts, including interface conditions, surrounding built form, and integration with heritage, public realm, and movement networks. The Precinct Structure Plan applies a context-specific approach rather than a uniform standard, consistent with R-Codes.</p> <p><u>Community benefits framework</u> The submission objected to the community benefits framework in the absence of a more detailed framework demonstrating benefit need and a clear mechanism to calculate the value of in-kind benefits. The community benefits framework (Part 1, Section 2.3; Table 10) establishes a mechanism whereby additional development potential may be achieved where defined public benefits are delivered. The framework is consistent with State planning policy and is intended to ensure that increased development intensity contributes to improved public outcomes. Importantly, built form provisions of the Precinct Structure Plan result in a yield of additional dwellings and commercial floorspace that address the requirements of <i>Perth and Peel @3.5million</i>, the Town’s Local Planning Strategy and the Economic and Retail Needs Assessment accompanying the Precinct Structure Plan. Yield modelling includes assumptions for sites which might not develop, or might not develop to the full potential permitted under the plan. Therefore, <u>all additional height offered within the Precinct Structure Plan would result in development yields which exceed growth obligations</u>. For that reason, additional building height is offered purely on a:</p> <ul style="list-style-type: none"> – Voluntary basis, taken up at the discretion of the developer – For infrastructure that is not ‘required’ for the functioning of the precinct, but rather for its general improvement and functionality – Only where a developer sees provision of the benefit as being overall commensurate and beneficial, compared to the additional development potential sought. <p>The need to establish ‘need’ pursuant to State Planning Policy 3.6 – Development Contributions falls away in this context. This approach provides for the potential for overall improvement to the precinct for forms of community benefits that are ‘nice to have’ improvements, rather than necessary, enabling, infrastructure.</p> <p>The framework identifies the types of eligible benefits and establishes a points-based system to guide delivery. Detailed implementation, including valuation of in-kind contributions, is addressed at subsequent planning and development stages and is not determined at the Precinct Structure Plan stage. It is likely in-kind contributions will be negotiated on a case-by-case basis, where provision of the benefit is mutually beneficial for developer and the in-kind landowner party (most likely the Town).</p> <p><u>A Needs Assessment and more developed cost-sharing framework is needed</u></p>

ID	Is your property affected by this proposal?	Please select all the options that apply to you:	Do you support or oppose the draft Plan?	Please write your reasons for support or opposition below.	Response to submission
				<p>space areas within the subject site, which do not reflect earlier submissions from Hawaiian in this regard.</p> <p>Position: Ordinarily, a draft PSP would include a detailed landscape masterplan to provide landowners with an ability to appreciate the intent articulated for the public realm. We object to the intent articulated without this detail being available to review.</p> <p>Mid Block Links Clause 2.2.5.7 requires a mid block link in the general area shown on Map 7 within the draft PSP. The clause as written is problematic, as follows:</p> <p>Where the link is shown for the subject site, it would create conflicts with the existing built form at the centre and an existing service area fronting Whitfield Street.</p> <p>The link would not appear to lead anywhere as the link would be very unlikely to be replicated the west side of Whitfield Street due to the small properties in question. The link, if implemented, would encourage a greater spread of people across a greater surface area thereby reducing activity.</p> <p>There is no trigger for when this provision is to apply to give certainty over application to Hawaiian (i.e. if it is to be required, would it apply only when complete redevelopment occurs or even if only minor works were proposed to this general area of the subject site?).</p> <p>Position: We object to the mid block link and would only support such an opportunity (not a requirement) to the south of the existing shopping centre built form.</p> <p>Street Setbacks Clause 2.2.5.2 of the draft PSP includes inconsistent street setbacks across the subject site, which is considered challenging to apply but also does not reference the existing context of the property or adjoining properties. For example, a 2m setback is required to an adjoining road reserve and car park to the north of the subject site. It is not clear why this is treated differently to other street boundaries where a nil setback is permitted. Further, the exact point where the difference in setbacks applies is not clear from the mapping proposed.</p> <p>Position: We request a consistent street setback be applied across the subject site.</p> <p>Contributions for Public Open Space The draft PSP states that all residential subdivisions shall contribute a minimum of 5 percent of the gross subdivisible area, or equivalent, as cash-in-lieu. The State Government has deferred public open space contributions until 18 December 2027. Further, the Position Statement: Public Open Space released by the State Government enables variations to the above provision, which is not identified in the draft PSP.</p> <p>Position: The position statement in its entirety should be referenced when setting out public open space requirements to make clear what is applicable and how it applies.</p> <p>Sustainable Development Clause 2.2.5.12 of the draft PSP requires new development with a gross floor area greater than 3,000m² to achieve at least a 5 Star Green Star rating under the Green Building Council of Australia rating system, or an equivalent rating system. This effectively replicates an existing requirement under the Town's applicable Local Planning Policy.</p> <p>Position: To avoid confusion, we request the requirement simply reference the existing Local Planning Policy the Town administers.</p> <p>One-Way Conversion of Old Perth Road The design guidance and rationale included under clause 2.2.5.7 of the draft PSP references an intent to convert Old Perth Road to one-way traffic. While this is not part of the draft PSP document in terms of development standards, we would strongly recommend against implementing this conversion.</p> <p>Many local governments in inner city Perth, most notably City of Perth and City of Vincent, are converting their one-way streets back to two-way as one-way movement has obstructed</p>	<p>The submission identifies that a Needs Assessment for benefits and more developed cost-sharing framework ought to be prepared prior to implementation of the Precinct Structure Plan.</p> <p>As described above, the benefits are voluntary and do not relate to needed infrastructure. Provision of benefits is optional to proponents and relate to items where 'need' cannot be demonstrated (i.e. streetscape improvements).</p> <p>Section 2.3 includes provisions that require benefits to be provided in a manner consistent with an adopted local planning policy of the Town (refer (h)) and provides the option for proponents to enter into a deed of agreement with the Town to deliver benefit items (refer (k)).</p> <p><u>West Road and public realm upgrades</u></p> <p>The submission noted concerned with the level of detail provided in landscaping/public realm plans for the West Road reserve and the adjacent Bassendean Oval reserve. The concern is raised on the basis of ensuring alignment between public realm changes occurring on Lot 2 (by Hawaiian) and on Bassendean Oval.</p> <p>The Mixed Street Node concept along West Road (Part 2, Figure 18) provides strategic design guidance for future public realm improvements and integration with surrounding development.</p> <p>The Public Realm and Landscape Plan (Map 9) identifies key public space opportunities across the precinct. Detailed design, configuration, and delivery of these spaces are not resolved at the Precinct Structure Plan stage and are subject to further planning and design development.</p> <p><u>Mid-block links</u></p> <p>The submission noted objection of the requirement to provide a mid-block link between West Road and Whitfield Street. The requirement for mid-block links (Section 2.2.5.7; Map 7) is identified in "the general area shown" to allow flexibility in alignment and design.</p> <p>The provision is intended to apply where redevelopment occurs at a scale that enables improved permeability and connectivity. It is not intended to prescribe a fixed alignment or apply in a manner that conflicts with existing built form or operational requirements for minor works.</p> <p>The current wording of the provision does not make clear that the provision of the mid-block link on Lot 2 West Road should be provided (a) as a community benefit, (b) only upon comprehensive redevelopment of the site, and (c) in accordance with a Local Development Plan setting out the redevelopment staging and intent for the land.</p> <p>The wording of the provision warrants amending to reflect the above.</p> <p><u>Street setbacks</u></p> <p>The submission raised concerns regarding the consistency of street setback requirements across the site, with a 2 metre setback required on the north and west sides of the site, whereas a nil setback is permitted to other street boundaries (Section 2.2.5.2; Map 4), subject to ground floor uses being non-residential.</p> <p>Given the active and passive frontages proposed at the boundaries where the 2 metre setback currently applies, the provision warrants amending to allow nil setbacks to each side of the site. The Local Development Plan, or a development approval process will assess the suitability of individual developments in achieving appropriate design outcomes based on the proposed setbacks.</p> <p><u>Public open space contributions</u></p> <p>The submission raised concern with the structure and wording of provisions in Section 2.1.2 Contributions for public open space. It identified that provisions relating to public open space are to be modified y the State government in the future, in line with the WAPC's Position Statement: Public Open Space released in December 2025. These concerns are recognised and modifications to 2.1.2 should be made to enable consistency with State government policy relating to open space provision.</p> <p><u>Sustainable development (Green Star requirement)</u></p> <p>The submission raised concerns regarding the Green Star requirements being in conflict with the Town's LPP2 – Sustainable Development. LPP2 does not apply to development under Volume 2 – Apartments of the R-Codes, meaning it does not apply to Lot 2 West Road.</p>

ID	Is your property affected by this proposal?	Please select all the options that apply to you:	Do you support or oppose the draft Plan?	Please write your reasons for support or opposition below.	Response to submission
				<p>the flow of traffic, impacted safety (more eyes on the street with two-way traffic) and also negatively impacted economic activity in these centres.</p> <p>Position: We request reference to one-way street conversion be removed from the draft PSP, and that further information over future public works to be undertaken by the Town be clarified.</p> <p>Next Steps Hawaiian is a long-term investor in Bassendean and is committed to the success of the town centre. While we are encouraged by the ambition of the Draft PSP, we believe further refinement is necessary to address the concerns outlined above.</p> <p>We appreciate the opportunity to meet with the Town before this proposal progresses to discuss these matters in detail.</p> <p>We look forward to collaborating with the Town to ensure the draft PSP achieves its goals and delivers a successful mixed-use precinct that benefits the entire community.</p>	<p>The requirement for new development exceeding 3,000m² to achieve a minimum 5-Star Green Star rating (Section 2.2.5.12) aligns with the Town's broader policy framework and sustainability objectives.</p> <p><u>One-Way conversion of Old Perth Road</u></p> <p>The submission raised concern with the potential one-way conversion of Old Perth Road between Guildford Road and Wilson Street. The potential one-way conversion of Old Perth Road is identified as conceptual design guidance (Part 2, Figure 20; Section 2.2.5.7) rather than a statutory requirement of the Precinct Structure Plan. It reflects the guidance contained in the Town Centre Masterplan.</p> <p>Any change to traffic arrangements would require detailed assessment, including consideration of movement, safety, and economic activity.</p>
24	I don't have any property affected	I live or own a property in the Town of Bassendean; I am a regular shopper or visitor to the precinct;	Support but have comments or concerns	<p>2 way vehicle access on Old Perth Road between West Road and Guildford Road at Bassendean train station should be retained. The 40km/h speed limit is appropriate and safe. There is insufficient pedestrian volume on Old Perth Road to warrant changing the current vehicle use and access. The consequence of reducing vehicle flow and access to this part of Old Perth Road will be to push more traffic into surrounding streets. Guildford Road is already extremely busy in the morning and afternoon peak times, as is West Road at Hawaiian's shopping centre later in the afternoon. Congestion on Guildford Road is already compounded by the single lane river crossing at the Swan River, rail crossing at Collier Road and traffic incidents on other roads such as the recent fatality on the Tonkin Highway which resulted in all southbound traffic forced to detour from the Tonkin Highway and on to Guildford Road through to Guildford.</p> <p>I support higher density living in the precinct given the vibrancy this could attract and the proximity to train stations, provided there is a truly sensible balance between socio-economic demographics attracted to the precinct. There are already people sleeping rough in the precinct and down at the river.</p> <p>I support more tree canopy and tree plantings in streets and parks.</p> <p>I support improvements to safety at pedestrian crossings, especially to reach both train stations. The proximity of Guildford Road itself to the bottom of the stairway at Bassendean train station is incredibly dangerous. I have witnessed an older person about to stop onto Guildford Road after descending the stairs at the train station. I had to hold her back to prevent her inadvertently stepping out in to Guildford Road.</p>	<p>Support noted.</p> <p>Concerns regarding Old Perth Road are acknowledged. The potential one-way conversion is identified as a design concept within the Precinct Structure Plan. Any implementation would be subject to detailed traffic analysis and community consultation. The Transport Impact Assessment (Section 4.4) identifies that vehicle movements from Guildford Road onto Old Perth Road are already limited, presenting an opportunity for public realm improvement.</p> <p>The Precinct Structure Plan is supported by a Transport Impact Assessment and Parking Management Strategy (Appendix D), which identifies that congestion is driven primarily by regional traffic growth along Guildford Road, with additional demand from growth within the Precinct (Section 3.5). The assessment recommends intersection-specific improvements, to be coordinated with Main Roads WA. The Movement Plan (Map 7) directs vehicle priority to main roads and promotes pedestrian priority on local streets.</p>
25	I have a property outside the precinct affected	I live or own a property in the Town of Bassendean; I am a regular shopper or visitor to the precinct; I take a strong interest in the health of Bindaring Park and through the Bassendean's Volunteer Bushcare program have invested many hours into its health and the status of its environmental values through the Friends of Bindaring Wetland Bassendean.	Support but have comments or concerns	<p>I take a strong interest in the health of Bindaring Park and through the Bassendean's Volunteer Bushcare program have invested many hours contributing to its health and the status of its environmental values through the Friends of Bindaring Wetland Bassendean.</p> <p>1. I am concerned that the Draft does not highlight the need for an overall hydrology plan that identifies opportunities to redirect predicted increased stormwater run-off and also ensure that existing groundwater flows will not be compromised as the precinct develops. The Draft Strategy assumes that this will be done "incrementally over time" but an overall plan is needed to ensure the increments add up to a good outcome. I trust that I don't need to spell out how the loss of stormwater infiltration and diminished flow of groundwater will reduce the quality of life for residents and their environment.</p> <p>2. My concerns are focused on the future management of the quality and quantity of groundwater flowing through the precinct and also the impacts on the areas downstream of the precinct.</p> <p>a. The draft report refers to the need to upgrade the stormwater system to cope with predicted increases in volume. With no overall plan to guide the redesign of the system, opportunities to redirect water for the benefit of reserves and urban forest initiatives outside of the precinct are unlikely to be considered and overlooked.</p> <p>b. Groundwater flows into Bindaring wetland all year round – we have recorded data – and I am concerned that there is a risk that in order to solve a problem upstream some of this precious water will be redirected away with no consideration of the downstream consequences.</p> <p>c. This concern is also relevant to the current effort going into our Urban Forestation/street trees and other reserves as well as trees on private properties.</p> <p>3. Development approvals for projects requiring dewatering during construction need to have</p>	<p>Concerns noted.</p> <p>The Precinct Structure Plan is supported by a Local Water Management Strategy (Appendix F) that addresses stormwater, groundwater, and water cycle management. The Strategy (Section 4) establishes principles, design criteria, and development requirements for water management across the Precinct and is subject to scheduled five-year reviews (Section 5.2).</p> <p>The Local Water Management Strategy (Section 4.4) requires that development proposing basements or dewatering be supported by investigations demonstrating works will not adversely impact groundwater quality or distribution. Pre-development groundwater monitoring (minimum 18 months) is required (Table 14).</p> <p>The Precinct Structure Plan requires all new development to manage stormwater on-site (Section 2.2.5.13; Appendix F, Section 4.2) through retention, infiltration and Water Sensitive Urban Design measures, reducing pressure on downstream systems.</p>

ID	Is your property affected by this proposal?	Please select all the options that apply to you:	Do you support or oppose the draft Plan?	Please write your reasons for support or opposition below.	Response to submission
				mandatory water quality testing prior to and during construction to ensure potential adverse impacts to local trees and reserves can be mitigated. (Illustrated by the uncertainties raised by tree deaths in proximity to dewatering footings on Bassendean Oval)	
26	N/A – Water Corporation	N/A	N/A	<p>Thank you for your letter dated 20 March 2026. We offer the following comments regarding this proposal.</p> <p>Following an impact assessment of the proposed density changes within the Bassendean Precinct Structure Plan, it has been identified that the expanded increased density of the rezoned areas will require significant and high-cost upgrades to the existing water and wastewater infrastructure to support future development. These upgrades are outside of the Water Corporation planning and capital investment program and will be at the expense of the developers who intend to redevelop the area at these new zoning limits. This information should be provided to any potential developers in the area upfront and they should get in contact with the Water Corporation as soon as possible to determine requirements and solutions to their servicing needs.</p> <p>Water</p> <p>Reticulated water is currently available to the subject area. However the water reticulation mains that currently serve customers immediately to the south of the Bassendean train station range from 63mm to 100mm diameter mains, which are aging and entering the end of service life. These mains are adequate for the existing required level of service but are not able to serve the increase in density of high rise and mixed-use class buildings under the new proposed R-coding for this area.</p> <p>High density and mixed-use buildings typically require much higher levels of service, mainly for their domestic fire services.</p> <p>The water mains in this area will need to be incrementally upgraded by proponents to 100mm or 150mm diameter as development of the area progresses. The 'R-AC' zones either side of Old Perth Road will similarly require proponents to incrementally upgrade key portions of the water reticulation network to meet their increased service demands.</p> <ul style="list-style-type: none"> – Hamilton Street: Replace approx. 130m of 90 AC retic main with DN100. – Lamb Street: Decommission approx. 40m of 40 CU (or replace with DN100 depending on development requirements) – Prospector Loop: New DN100 loop to connect to existing 100 P retic main – Brook Street & Old Perth Rd: Replace approx. 370m of 75 CI retic main with DN100. Extend 100 P (approx. 30m) on Old Perth Rd to connect to above new retic main at Prowse St. – Railway Parade: Construct new DN200 retic main along Railway Parade between Broadway and Third Ave. Connect to 150 AC retic and 305 CI distribution main at Broadway, 150 AC at Second Ave and 90 AC & 305 CI distribution main at Third Ave. Any existing and future customer meters along this section of Railway Pde should be connected to the new DN200. Replace approx. 220m of 75 AC retic main on First Ave with DN100. Connect to new DN200 retic main on southern end. – Guildford Rd: Decommission approx. 32m 25 CU retic main on Guildford Rd near the intersection of Old Perth Rd. – Old Perth Rd: Replace approx. 1,000m of 150 CI retic main (between Guildford Rd & Surrey St) with DN200. Reinstate all existing cross connections and replace short section of 75 CI road crossing at Briggs St with DN100. – Whitfield St: Replace approx. 100m of 205CI with DN250, including cross connection to 460-S rail crossing. <p>Wastewater</p> <p>Reticulated sewerage is currently available to the subject area, some additional wastewater upgrades may be required as the development in this area continues.</p> <p>The long term pump rate for the existing Hyland Pumpstation has also increased the pump station has capacity to cater for the long term pump rate currently however; the additional increase has also increased the emergency storage required for this additional flow, this will impact the staging plan for the storage upgrade but will be reviewed when zoning changes are endorsed and also informed by the scale of development when it occurs in the R-AC coded areas.</p> <p>Upgrades required include:</p> <ul style="list-style-type: none"> – The gravity sewer along Guildford Road, extending from upstream access chamber 8083 to downstream access chamber 8050 at Hyland Street Pump Station (approximately 1.8 km), has already been identified in long-term planning as operating above its design 	Refer section 6.2.6.

ID	Is your property affected by this proposal?	Please select all the options that apply to you:	Do you support or oppose the draft Plan?	Please write your reasons for support or opposition below.	Response to submission
				<p>capacity. Upgrades to increase the pipe diameter are planned; however, additional demand generated by the proposed rezoning may accelerate the timing of these works.</p> <ul style="list-style-type: none"> – This gravity sewer consists of multiple segments with varying pipe diameters. <p>The following upgrades may be required to accommodate future zoning:</p> <ul style="list-style-type: none"> – AC 8083 to AC 8054 (approx. 1.57 km, DN300): upgrade to DN375 to support increased density along Old Perth Road. – AC 8054 to AC 8052 (approx. 125 m, DN375): upgrade to DN450. – AC 8052 to AC 8051 (approx. 60 m, DN300): upgrade to DN450. – AC 8051 to AC 8050 (approx. 40 m, DN375): upgrade to DN450. – Planned upgrades to the shared DN300 pressure main servicing both Hyland Street and Best Way pump stations include upsizing to DN450 over approximately 490m in length, from the corner of Reid Street and Kenny Street to discharge access chamber N1514 on Margaret Street. The additional demand arising from the structure plan rezoning may bring forward delivery of this upgrade. <p>It should be noted that these required upgrades for both water and wastewater are likely to be costing and will all be at the cost of the developer. These upgrades will be completed piecemeal when the need is identified as proposals are referred to Water Corporation, with the developer paying for the upgrades required to service their development. This will be on a first come, first serve basis.</p> <p>Drainage</p> <p>The Corporation operates the main drainage network in the Structure Plan area. Recent capacity reviews of these main and branch drains have confirmed that they are operating at, and in some areas beyond, their maximum hydraulic design capacity.</p> <p>The Local Government drainage system operates within the main drain catchments and is required to provide for 1% AEP (100-year ARI) storm events, including overland flow paths and flood areas.</p> <p>Redevelopment of some areas with high density buildings will increase the amount of impervious surface and hence increase the runoff into the local government drainage network. Because the main drains have a finite hydraulic capacity, any additional runoff generated from new developments must be contained within development sites and/or accommodated within the local government's local drainage systems.</p> <p>It is recommended that the Town should undertake preparation of a District Water Management Strategy or similar drainage study to determine the impacts of redevelopment on the local government drainage network and to identify any additional land required for drainage storage and flood attenuation. Without a up to date DWMS in place, the additional flows produced from decreased impervious surface area could cause issues with the current system and lead to flooding. It is also necessary to determine the size of the required onsite storage which could potentially reduce the available building envelope on each site.</p> <p>General Comments</p> <p>The developer is expected to provide all water and sewerage reticulation if required. A contribution for Water, Sewerage and Drainage headworks may also be required. In addition, the developer may be required to fund new works or the upgrading of existing works and protection of all works associated with the Water Corporation. Water Corporation may also require land being provided for works.</p> <p>The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 months, please contact us to confirm that this information is still valid.</p>	
27	N/A – ATCO Gas	N/A	N/A	<p>ATCO Gas Australia (ATCO) has no objection to the proposed application, based on the information and plan provided, subject to the following advice notes:</p> <ul style="list-style-type: none"> – The proposed areas fall within the WAPC Draft Development Control 4.3 Trigger Distance for ATCO Infrastructure (area hachured blue in attachment). Any sensitive land use or high-density community use developments within this Trigger Distance of a High-Pressure Gas Pipeline requires further consultation with ATCO prior to preliminary designs being finalised. Please consider the WAPC's draft DC4.3 and also the site; PlanWA for development planning. – ATCO identifies that the proposed future development may require additional safety measures to be considered, identified and in place for the high-pressure gas pipeline risk mitigation. – Anyone proposing to carry out construction or excavation works within 15 metres of Critical Asset Infrastructure must contact 'Before You Dig Australia' (www.byda.com.au) to determine the location of buried gas infrastructure. Refer to ATCO document AGA- 	Advice noted.

ID	Is your property affected by this proposal?	Please select all the options that apply to you:	Do you support or oppose the draft Plan?	Please write your reasons for support or opposition below.	Response to submission
				<p>O&M-PR24- Additional Information for Working Around Gas Infrastructure https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html</p> <ul style="list-style-type: none"> – All works occurring within 15 metres of Critical Asset Infrastructure must undergo ATCO Engineering Assessment to determine if additional safety measures are required. Risk mitigation and asset protection measures may be necessary. Notification for the works must be submitted to ATCO via the online web portal. – All works occurring within 15 metres of Critical Asset Infrastructure must comply with the ATCO document Additional Information for Working Around Gas Infrastructure - AGA-O&M-PR24 https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html – Future construction and any proposed access roads across the ATCO Critical Asset gas mains (including proposed roads and road upgrades) need to be managed in accordance with the ATCO document Additional Information for Working Around Gas Infrastructure - AGA-O&M-PR24 https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html – Anyone proposing to carry out construction or excavation works must contact 'Before You Dig Australia' (www.byda.com.au) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&M-PR24- Additional Information for Working Around Gas Infrastructure https://gas.atco.com/en-au/natural-gas/wa-gas-network/working-around-gas-infrastructure.html – If the disconnection and/or removal of an ATCO gas service is required, a request can be submitted via the online ATCO portal found here. 	
28	N/A – Main Roads Western Australia	N/A	N/A	<p>Guildford Road is one of the major transport and movement corridors connecting Perth City to the eastern suburbs. Guildford Road is identified Perth and Peel@3.5 million also identifies the reservation is required to accommodate high frequency public transport as identified in Section 4.2, Figure 6 of the Central Sub Regional Planning Framework (March 2018).</p> <p>Given this Main Roads has an interest in ensuring that land use intensification, public realm proposals, and access arrangements within the Bassendean Precinct do not compromise the ultimate road design for Guildford Road.</p> <p>Given the above Main Roads has reviewed the structure plan and is unable to provide recommendation at this point in time. In order for, Main Roads to make an informed decision please provide the additional information as detailed below:</p> <ul style="list-style-type: none"> – The current map identifies “Potential public realm upgrades” within the Guildford Road Reserve. Main Roads does not support any public-realm works within the Primary Regional Road Reserve (PRRR). The map must be amended to remove all references to public-realm upgrades within the Guildford Road Reserve. – Thompson Road / Guildford Road Intersection. Section 3.4.5.3 identifies a Degree of Saturation (DoS) of 7 and average peak-hour delays of approximately 6000 seconds. This indicates that this pocket is not suitable for further infill development, unless significant improvements are made to the intersection. If the Thompson Rd intersection fails to adequately accommodate the increased development traffic, it will likely resulting in motorists selecting smaller gaps potentially resulting in right angle crashes at 60km/h which is not aligned with Safe System principles. Section 3.5.1.4 identifies a roundabout as the preferred treatment; however, the TIA does not confirm whether a roundabout of sufficient size can be accommodated. The intersection is spatially constrained by residential properties to the north and oval infrastructure to the south, and its proximity to the existing signalised intersection at Guildford Road / West Road / Lord Street further limits design options.. The TIA should include a site-specific feasibility assessment, including preliminary design layouts, swept-path analysis, and an evaluation of operational performance relative to nearby intersections. – North Road & Guildford Road and Thompson Road & Guildford Road Intersections: If traffic signals or roundabout treatments are not feasible, the TIA must consider alternative treatments, including rationalising turning movements, enabling secondary access via Earlsferry Court, and complementary upgrades to the Guildford Road / North Road intersection. This will require coordination with Local Government. – Lord Street / Guildford Road: Section 3.5.1.3 recommends traffic signal configuration at the Lord Street / Guildford Road intersection is necessary to accommodate the proposed PSP and a potential grade separation in the future. The TIA should expound on these recommendations to guide future operational reviews or future investigations of potential infrastructure upgrades. 	Refer section 6.2.6.

ID	Is your property affected by this proposal?	Please select all the options that apply to you:	Do you support or oppose the draft Plan?	Please write your reasons for support or opposition below.	Response to submission
				<ul style="list-style-type: none"> – SIDRA Analysis SIDRA analysis has only been done on base year and 2050 scenarios. The 2050 scenario models the base intersection layout without testing any potential improvements. This is not standard industry practice. Please provide an amended SIDRA analysis with 2050 scenarios which test any potential intersection improvements. – Assessment of Growth Section 3 of the provided TIA references the forecast traffic volumes for the proposed land uses within the PSP. However, the traffic yields have not been provided. This has resulted in the existing trip generation in the TIA not aligning with cross-checked values. – Transport Network Planning Applicant to clarify how the changes in mode shift has been calculated or what specific types of trips are referred to. This is not clear in table 21. – Amendments required to the PSP document Section 2.2.5.2 Street Setbacks encourages landscaping, seating and activity within setback areas. Some of these areas are located within the Guildford Road Reserve. No development is to be located within the Primary Regional Road Reserve (PRRR). As such it is recommended the Town ensures building setbacks are measured from the edge of the Primary Regional Road Reserve or Other Regional Road Reserve as identified in the Metropolitan Region Scheme (MRS). This should be amended to ensure that no landscaping, seating and activity is within the PRRR. This is to ensure development does not compromise the ultimate road design for Guildford Road. This includes but is not limited to car parking, building anchors, awnings, retaining walls, substantial landscaping and any associated infrastructure services. – Multiple sections within the PSP document pay reference to public realm works or other associated works within the PRRR such as section 3.3 Public realm and 3.4 Movement, Main Roads are unable to provide comment regarding any works with the PRRR at this time as further information is required to determine the extent of these works. Works within the PRRR is generally not supported by Main Roads as to ensure development does not compromise the ultimate road design for Guildford Road. Therefore the proposed public realm upgrades within the Guildford Road Reserve are not supported. In addition, public realm works on Old Perth Road adjacent to Guildford Road are also not supported, as they may compromise the ultimate road design and function of Guildford Road. – The upgrading/widening of Guildford Road is not in Main Roads current 4-year forward estimated construction program and all projects not listed change without notice, and Main Roads assumes no liability for the information provided. – Planning-level design concepts for all proposed intersections and any modifications to the existing or planned road networks must be submitted to determine prior to implementation. This is important to determine and implement land protection mechanisms and coordinate the necessary road upgrades in the planning process. – The careful planning and coordination of infrastructure is fundamental to the economic and social well-being of the community. New development and redevelopment should consider how infrastructure can be coordinated and funded. Forward planning for transport infrastructure upgrades should be identified. The Town is encouraged to establish a Developer Contribution Plan in accordance with State Planning Policy 3.6 – Infrastructure Contributions to ensure road upgrades are appropriately funded, planned, and considered. – Any future noise-sensitive subdivision or development application is to be accompanied by a detailed Transportation Noise Assessment, prepared in accordance with <i>State Planning Policy 5.4 – Road and Rail Noise</i> (SPP 5.4). 	
29	N/A – DBCA	N/A	N/A	<p>Draft Bassendean Precinct Structure Plan</p> <p>Thank you for your correspondence dated 20 March 2026 advising the resolution of the Town of Bassendean (the City) to advertise the Draft Precinct Structure Plan (PSP). The Department of Biodiversity, Conservation and Attractions (DBCA) provides the following advice:</p> <p>Stormwater drainage</p> <p>The requirement for the provision of overland path flows directing extreme storm events to the Swan River foreshore, and the application of water sensitive urban design principles in the planning of developments is supported.</p> <p>If you have any queries regarding this matter, please contact the officer above.</p>	Submission noted.
30	N/A – DWER	N/A	N/A	<p>Thank you for providing the above referral for the Department of Water and Environmental Regulation (DWER) to consider. DWER has reviewed the proposed structure plan and has no objection or comments to provide.</p>	Submission noted.

ID	Is your property affected by this proposal?	Please select all the options that apply to you:	Do you support or oppose the draft Plan?	Please write your reasons for support or opposition below.	Response to submission
				Given the lack of water constraints, DWER has not assessed the included Local Water Management Strategy (LWMS) and defers assessment of the LWMS and urban water management to the Town of Bassendean.	
31	N/A – Western Power	N/A	N/A	<p>The Bassendean Precinct Structure Plan for the Town Centre proposes an increase in dwelling numbers for the area, proposing 1400 - 1,993 new dwellings. The Precinct Structure Plan Area is serviced by the Western Power Hadfields Substation. As of 2026, the Hadfields Substation has a Forecast Remaining Capacity of 15-20 MVA, indicating significant additional capacity available for the Precinct Structure Plan Area which, currently, is likely to satisfy the proposed new dwelling requirements.</p> <p>However, it is recommended that as part of the future proposed infill development, the Town and development proponents engage with Western Power at an early stage to inform specific energy requirements, and the upgrading and provision of additional power infrastructure that may be required by the time development progresses to DA and construction.</p> <p>With any new and infill urban development, it is important that the electrical transmission infrastructure is located such that the electrical supply to these areas is optimised. Should the site require the upgrading and provision of additional power infrastructure as part of the future development, the Town or proponents are to engage with Western Power relating to specific development requirements and potential developer contribution plans. Works requiring additional distribution or transmission infrastructure of this nature are customer funded, as part of the subdivision and development process.</p> <p>It is further noted that any development application will need to be referred to Western Power prior to the approval of any development or works located within proximity to Western Power infrastructure. Written advice is to be obtained from Western Power and is to be given due regard when determining any development application.</p>	Submission noted.



ghd.com

→ **The Power of Commitment**