

# Local Planning Strategy

June 2022





**HOME BY THE SWAN**

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# Local Planning Strategy



## Part 1: Strategy



# 1. Introduction



The Town of Bassendean (Town) local planning strategy comprises:

- Part 1 – Strategy; and
- Part 2 – Background information and analysis.

The local planning strategy applies to the area shown in Figure 1: Local Planning Strategy Map (page 24).

This local planning strategy comes into operation on the day on which it is endorsed by the Western Australian Planning Commission and revokes the Town's preceding local planning strategy, endorsed by the Western Australian Planning Commission on 9 December 2014.

As required by Regulation 11 of the Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations), the purpose of the local planning strategy is to:

- (a) Set out the long-term planning directions for the local government;
- (b) Apply any State or regional planning policy that is relevant to the local planning strategy; and
- (c) Provide the rationale for any zoning or classification of land under the local planning scheme.

The local planning strategy forms the strategic basis for the preparation, implementation and review of the Town's Local Planning Scheme No. 11 (LPS 11). The following technical appendices have been prepared in support of the local planning strategy:

Document Name	Date Approved by Council
BassenDream Our Future	October 2019
Local Integrated Transport Plan	November 2019
Built Form and Character Study	May 2018
Bassendean Local Economic Overview	March 2018

These technical appendices do not form part of the local planning strategy and have not been endorsed by the Western Australian Planning Commission. Where relevant, recommendations and findings of the technical appendices are referenced in Part 2 of the local planning strategy with a view to informing planning directions and actions as outlined in Part 1.



## 2. Vision

The vision of the local planning strategy is consistent with and represents the land use planning and development response to the Town's Strategic Community Plan.

The Strategic Community Plan (can be viewed here) outlines the community's long-term vision, values, aspirations and priorities for the Town and has the following land use implications for the local planning strategy:

- Ensure planning and development strategies and policies align with the desire to focus future development around centres and train stations; and preserve the suburban character of the broader area;
- Advocate for economic growth of the Bassendean Town Centre;
- Prioritise local employment;
- Ensure heritage locations and buildings of historical value within the Town are recognised, cared for and utilised by the community;
- Ensure access and inclusion to spaces and places through our Town for all, including community members with disabilities, youths, seniors, Indigenous people, and culturally and linguistically diverse people;
- Create an urban forest throughout reserves, gardens and streets;
- Protect existing trees and green spaces;
- Conserve, enhance and repair natural and urban areas;
- Create public spaces and transport routes that encourage people to linger, interact and enjoy; and
- Improve walkability and cycle-ability, including through infrastructure improvements.

### The vision of the local planning strategy:

**'That the Town of Bassendean is home to vibrant and active mixed use centres based around existing transport nodes and surrounded by suburban streets that reflect the history and heritage of the district and a network of open spaces and safe, tree-lined routes for pedestrians and cyclists. New development in the Town is designed to be environmentally sustainable and maximise the area's association with the natural landscape and the Swan River and its unique 'country-town' identity.'**

The primary purpose of the local planning strategy is to manage land use change and development of the Town. In this regard, key recommendations of the local planning strategy include:

- six planning areas appropriate for land use intensification consistent with principles of urban consolidation;
- three planning areas to review existing coding arrangements;
- the establishment of three heritage areas;
- the continuation of the Ashfield Industrial Area as a regionally significant industrial centre and employment node;
- the preparation of two precinct structure plans to guide the land use, development and subdivision of the Bassendean and Ashfield District Centres;
- local centres being the focus for predominately commercial needs; and
- the investigation of two special control areas for the purposes of managing flood risk and noise attenuation for sensitive land uses subject of road and rail noise.



## 3. Planning Issues/Opportunities

### 3.1 Overview

Consistent with the State Planning Framework, planning issues of relevance to the Town are presented under the following themes:

- Community, urban growth and settlement;
- Economy and employment;
- Environment; and
- Infrastructure.

For each planning issue identified, planning directions and actions have been outlined.

Planning directions are short statements that specify what is to be achieved or desired for the issue/opportunity. Each planning direction is supported by an action(s), that clearly and concisely outlines what is proposed and how it is to be undertaken, rationale, timeframe and responsible party.

### 3.2 Community, urban growth and settlement

#### 3.2.1 Planning Issue/Opportunity No.1 – Housing

With the exception of the R5 coded area abutting the Swan River foreshore, and some mixed use developments within the Town Centre, the majority of existing residential development within the Town is currently built out to the R17.5 and R20 density code. This has accommodated the Town's population to date, however, the local planning strategy recognises additional housing opportunities to accommodate a range of demographics and increased population. In this regard, the *Central Sub-regional Planning Framework* estimates that by 2050, the Town's population will accommodate 24,300 people.

Some of the key issues for housing within the Town include affordable housing and increased demand for an additional bedroom for home office use. Further, ageing and lone person households are emerging as key demographic groups that present different housing needs and typically, a demand for a smaller housing product. In response, future housing stock can be diversified through a broader range

of density codes and dwelling typologies. To achieve this, and the 10,420-dwelling target set by the *Central Sub-regional Planning Framework*, the local planning strategy proposes six planning areas that focus on increasing residential density around activity centres, urban corridors and train stations, consistent with the principles of urban consolidation. A range of density codes are proposed based on locational attributes and this will contribute to housing diversity and affordability.

Three additional planning areas are proposed for the purposes of reviewing existing residential base and split coding arrangements, however, the development potential within these three areas, is largely proposed to remain. It is also recognised that the split coding arrangements within Planning Areas D, E and F are expected to remain until such time that the investigations for each planning area have been undertaken with the resultant density arrangements incorporated into the local planning scheme.

The proposed planning areas are discussed further in Section 4 of Part 1 and Section 5 of Part 2.

In addition to the planning areas, the local planning strategy outlines actions that will result in changes to the local planning scheme. This includes incorporating:

- land use terms for residential accommodation for ageing persons to facilitate additional housing options;
- land use terms/dwelling typologies consistent with the Residential Design Codes;
- a provision to support non-conforming density arrangements where land has previously been developed to a higher density code than the scheme map designates; and
- a provision in support of facilitating corner lot subdivision and development outcomes, consistent with the Development Control Policy 2.2 – Residential Subdivision.

### **3.2.2 Planning Issue/Opportunity No.2 – Built form and character**

Since European settlement, the Town has evolved from largely agricultural based land uses to an established urban area. The Town currently comprises a mix of housing styles (typically low density in character), open space and recreational areas, as well as light industrial and commercial areas.

The residential areas of the Town can be largely grouped into four-character area groups: Post 2000 Housing Developments, Riverfront Character Areas, Village Character Areas and Post 1970's Housing Areas. Each character group is recognised through its unique qualities, including locational attributes, lot sizes, architectural styles, use of natural and traditional building materials as well as streetscape. Street trees and mature tree plantings are also recognised as dominant features and significantly contribute to the Town's streetscape and character.

With the aim of retaining character values as well as minimising impacts on the established urban fabric, the local planning strategy advocates for land use intensification within the six proposed planning areas. While character values are also recognised within the six planning areas, these will be considered further through the detailed planning stages with any resultant development expected to be responsive to the Design WA suite of documents.

To maintain and improve the character values of the Town, the local planning strategy proposes local planning scheme provisions to encourage retention of trees and the establishment of a Design Review Panel. These are to be supplemented by the Town's existing Local Planning Policy No.9 – Design Review Panel and Local Planning Policy No.13 – Tree Retention and Provision framework. A new local planning policy is also proposed to be prepared outlining specific design elements related to character conservation and front boundary fencing.

### **3.2.3 Planning Issue/Opportunity No.3 – Cultural heritage**

The Town has a rich cultural heritage profile and an established framework in which heritage is recognised. In this regard, the Town has:

- 288 places on its Municipal Heritage Inventory (Local Heritage Survey);
- 13 places recognised on the State Register of Heritage Places;
- Eight registered Aboriginal Heritage Places and 19 'other heritage places'; and
- Three Heritage Precincts being the Devon Road, the Old Perth Road and the Kenny Street Precincts.

Many of the Town's heritage-protected places are located south of Guildford Road, in the south-east portion of the Town where the predominant land use is residential. Smaller pockets of heritage-protected places are scattered within the residential areas of Ashfield and on Ivanhoe Street to the north of the Town.

By virtue of the extent of the proposed planning areas, the majority of the Town's heritage-protected places are not envisaged to change under the local planning strategy. However, for those heritage-protected places located within a proposed planning area, consideration will need to be given around the integration of heritage with any new land use and development arrangements. Where possible, development should be sympathetic and responsive to context. This will be further considered through detailed planning area investigations with a local planning policy proposed to be prepared to address this matter and guide decision-making in future stages of planning.

The Town is currently undertaking a review of its existing Municipal Heritage Inventory (Local Heritage Survey) and following this, the Town proposes to update its Local Heritage List. The local planning strategy also proposes the Town investigate the potential for the Devon Road, Old Perth Road and Kenny Street Heritage Precincts to be designated as heritage areas to recognise and conserve their cultural heritage significance. A supplemental local planning policy is also proposed to be prepared in support of this approach.

### **3.2.4 Planning Issue/Opportunity No.4 – Activity centres**

The Town comprises of four activity centres being the Eden Hill and Ida Street Local Centres and the Ashfield and Bassendean District Centres. Currently, the local planning scheme makes provision for a variety of dwellings within these centres.

As local centres typically provide for the day-to-day needs of local communities, and that sufficient land has been identified elsewhere for anticipated dwelling uptake, residential outcomes on local centre sites are not considered necessary over the life of the local planning strategy. Intensification of residential outcomes may otherwise be appropriate within the centre frame and consideration of these density arrangements will be undertaken through the investigations of Planning Areas D and E. With regard to the Bassendean District Centre, residential outcomes are considered appropriate within the centre core and frame. Residential outcomes, including appropriate density ranges, dwelling composition and specific yield will be considered further at the precinct structure plan stage and through investigations of Planning Area A.

Currently, the Ashfield District Centre is shown on the local planning strategy map as Planning Area B. The ultimate land use arrangements for this area will require further consideration, specifically, land use mix and the extent of the precinct boundary. The preparation of a precinct structure plan is recommended in this regard.

The local shopping zone that applies to the Eden Hill and Ida Street local centres is proposed to be rationalised to a local centre zone under the local planning scheme while the Town Centre zone that applies to the Bassendean District Centre is proposed to be rationalised to the District Centre zone. This will necessitate the consideration of existing land use permissibility arrangements in accordance with the zone objectives.

The local planning strategy also envisages the introduction of the mixed use zone into the local planning scheme in support of integrated development. Mixed use outcomes are considered most appropriate as a transitional arrangement from local and district centres, along urban corridors and closer to the railway line in support of transit oriented development. This will be investigated further through relevant planning areas.

### **3.2.5 Planning Issue/Opportunity No.5 – Public open space and community facilities**

There are over 40 areas of open space within the Town, comprised of a mix of regional open space (reserved as Parks and Recreation under the Metropolitan Region Scheme) and small, local, neighbourhood and district spaces, as classified under the Department of Local Government, Sport and Cultural Industries' *Classification Framework for Public Open Space*.

Preliminary investigations undertaken by the Town indicate that the Eden Hill and Ashfield localities have sufficient public open space while the Bassendean locality is deficient. Further studies are needed, however, that consider the current standard and distribution of public open space within the Town, any deficiencies, and if necessary, mechanisms in which to address these matters. In the interim, the local planning strategy indicates the need for cash-in-lieu contributions and the acquisition of land to address deficiencies, however, the suitability of these approaches will require substantiation through a public open space needs assessment.

The local planning strategy also recognises opportunities to rationalise areas of public open space to road reserves to reflect the existing built form arrangements and to reclassify drainage sites to public open space where the drainage function is no longer required or where it can serve both a recreational and service function. These changes can be reflected in the local planning scheme through a reclassification of reserves.

With regard to community facilities and notwithstanding the anticipated population increase, the local planning strategy does not envisage a need for additional facilities to be provided over the life of the local planning strategy. Therefore, no actions are recommended in this regard. The local planning strategy does, however, recognise the opportunity to introduce the private clubs, institutions and places of worship zone into the local planning scheme. This is expected to result in some changes to existing land use classification arrangements to reflect built out and on the ground arrangements.



### 3.2.6 Planning Issue/Opportunity No.6 – Hazards

The Town contains flood prone areas and declared bushfire prone areas. Areas susceptible to flooding are located within and around the Ashfield Flats, the Swan River Foreshore and Bindaring Natural Wetland. Areas declared bushfire prone are located:

- east of Lord Street along the Swan River and Bennett Brook foreshore;
- within and around Bindaring Natural Wetland located 400 metres southeast of Bassendean Town Centre;
- within and around the Ashfield Flats; and
- west of the Eden Hill Local Centre.

To mitigate the impacts of bushfire and flooding on the community, the local planning strategy seeks to avoid land use intensification within declared bushfire prone areas and areas susceptible to flooding. Planning Areas F and H contain land declared bushfire prone while Planning Area H is identified as flood prone.

As part of any investigations for these planning areas, the Town will consider bushfire risk, and flood risk, where applicable, to avoid any increase in bushfire risk and/or flood risk to people, property and infrastructure.

**Table 1: Community, urban growth and settlement – planning directions and actions**

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe
Housing	1 Providing a variety of the housing options to support the needs of an ageing population.	1.1 Support the inclusion of aged or dependent persons dwelling, residential aged care facility and independent living complex land uses into the local planning scheme and associated land use permissibility.	Section 4.2.1 of Part 2	Immediate (less than 1 year)
	2 Supporting the continuation of existing density arrangements in recognition of existing built form outcomes.	2.1 Support the inclusion of a local planning scheme provision to recognise the development potential of zoned land where residential development has occurred at a higher density than what is shown on the scheme map.	Section 4.2.1 of Part 2	Immediate (less than 1 year)
	3 Maximising infill opportunities and optimising street frontage of corner lots.	3.1 Support the inclusion of a local planning scheme provision to support corner lot subdivision and development where the land is coded between R10 and R35, consistent with Development Control Policy 2.2 – Residential Subdivision.	Section 4.2.1 of Part 2	Immediate (less than 1 year)

**Table 1: Community, urban growth and settlement – planning directions and actions (continued)**

Issue/ Opportunity	Planning Direction	Action		Rationale	Timeframe
Built form and character	4 Conserving and enhancing the Town's urban tree canopy.	4.1	Support the inclusion of local planning scheme provisions to facilitate the protection and retention of trees.	Section 4.2.2 of Part 2	Short term (1–5 years)
	5 Facilitating high quality and positive built form outcomes that contribute to the Town's character.	5.1	Support the inclusion of local planning scheme provisions relating to the establishment and operation of a Design Review Panel.	Section 4.2.2 of Part 2	Short term (1–5 years)
Cultural heritage	6 Identify places with cultural significance in accordance with the <i>Heritage Act 2018</i> .	6.1	Following adoption of a Local Heritage Survey, prepare a revised Local Heritage List for adoption in the local planning framework.	Section 4.2.3 of Part 2	Short term (1–5 years)
Activity Centres	7 Provide for the coordinated land use, development and subdivision of district level activity centres.	7.1	Prepare precinct structure plans for the Bassendean and Ashfield District Centres.	Section 4.2.4 of Part 2	Short to medium term (1–10 years)
	8 Ensuring consistency with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> and providing for integrated development options.	8.1	Introduce the mixed use zone, zone objectives and associated land use permissibility into the local planning scheme.	Section 4.2.4 of Part 2	Short term (1–5 years)
	9 Provide a hierarchy and network of activity centres that meets community need and provides social, economic and environmental benefits.	9.1	Introduce the local centre and district centre zone and zone objectives into the local planning scheme.	Section 4.2.4 of Part 2	Short term (1–5 years)
10 Streamline the local planning framework by integrating relevant local planning policies into a Precinct Structure Plan.	10.1	Revoke LPP 1 – Bassendean Town Centre Strategy and Guidelines and LPP 10 Window Security for Non-Residential Property Façades.	Section 4.2.4 of Part 2	Short term (1–5 years)	

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe
Public Open Space and Community Facilities	11 Provide the strategic rationale for the Town to pursue the requirement for a cash-in-lieu public open space contribution at the subdivision application stage to ensure a minimum standard and amount of public open space is provided within the Town.	11.1 Undertake a public open needs assessment to determine the standard, the distribution, and any deficiencies of, the Town's public open space.	Section 4.2.5 of Part 2	Medium term (5–10 years)
	12 Ensure residential development within the suburb of Bassendean is complemented by adequate, well-located areas of public open space that will enhance the amenity of the development and provide for the recreational needs of local residents.	12.1 Reserving 27 Hyland Street as Public Open Space.	Section 4.2.5 of Part 2	Medium term (5–10 years)
		12.2 Reviewing the open space reservation that applies to 17 Harcourt Street and 18 Anstey Road.		
		12.3 Investigate reserving select land parcels which are owned by the Town in fee simple, as public open space under the local planning scheme.	Section 4.2.5 of Part 2	Medium term (5–10 years)
		12.4 Investigate the potential of the Town purchasing of residential lots for reclassification to public open space under the local planning scheme.	Section 4.2.5 of Part 2	Medium term (5–10 years)
13 Reduce the impact of flooding on people, property and infrastructure.	13.1 Investigate the inclusion of a Special Control Area and associated provisions within the local planning scheme for development on land within flood prone areas.	Section 4.2.6 of Part 2	Short term (1–5 years)	

## **3.3 Economy and employment**

### **3.3.1 Planning Issue/Opportunity No.7 – Activity Centres**

The Eden Hill, Ida Street Local Centres and the Ashfield and Bassendean District Centres provide an employment basis via its retail and commercial functions.

The Ida Street Local Centre contains a number of tenancies, including shops, fast food outlets and a liquor store. This centre is expected to largely continue operating as is and no material changes are proposed. The Eden Hill Local Centre site, however, is recognised as having significant redevelopment potential given the existing building on the site is unoccupied and dilapidated. This is anticipated to have implications for the Town's employment and economic profile.

The Town will need to undertake a retail needs assessment to understand the Town's current and future commercial needs and what the implications are for the local planning scheme. This is expected to occur through the investigations for Planning Areas D and E. In the interim, the existing footprint of the local centres is expected to remain.

The Bassendean District Centre is strategically located in proximity to two railway stations and provides for a mix of shop, restaurant, recreational and civic uses. To accommodate future growth, the Town has identified a need to increase residential development opportunities in the centre. To ensure the mix of land uses permissible in the centre are provided in an integrated manner and are sympathetic to the existing character and surrounding residential area, the Town plans to prepare a precinct structure plan for the area designated as Planning Area A on the Strategy map. To ensure adequate retail floor space is provided in the centre to support the future residential population, the Town will prepare a retail needs assessment to inform the precinct structure plan.

The Ashfield District Centre is currently confined to a small number of shops commensurate to a local centre. Investigations for the area shown as Planning Area B on the Strategy Map will contemplate expansion of the centre and land use mix, to accord with its district centre classification, in the longer term.

### **3.3.2 Planning Issue/Opportunity No.8 – Industry**

The Ashfield Industrial Centre is the only industrial area within the Town and it occupies an area of approximately 135 hectares.

The local planning strategy recognises the area as comprising of five precincts, each characterised by industry scale, industry type, age and quality of development. It contains a range of light and general industrial land uses including distribution centres, warehouses, manufacturing, service industry and offices. Given its size, function and proximity to the Perth CBD, is recognised by the Frameworks as a regionally significant industrial area serving as a major employment area and contributing to both the local and broader economy.

Given its strategic importance, the local planning strategy does not contemplate any expansion of, or significant changes to, the Ashfield Industrial Area.

The local planning strategy is also focused on continuing the protection of the area from incompatible land uses by way of appropriate development and zoning controls under the local planning scheme. Land use transition through zoning arrangements and designating appropriate land use permissibility under the local planning scheme is the recommended approach. In addition, the Town's existing Local Planning Policy No.6 – Industrial Development is also intended to continue operating and inform decision-making for industrial proposals within the Ashfield Industrial Centre.

### **3.3.3 Planning Issue/Opportunity No.9 – Tourism**

The Town does not have any designated tourist sites; however, the Railway Museum and Bassendean Markets are recognised as providing local and regional tourism value. The Railway Museum is located within the Ashfield Industrial Area, recognised under the Local Heritage List and is not proposed to change under the local planning strategy. The Bassendean Markets operate year-round from Old Perth Road and within the Bassendean District Centre. There are no direct implications for the Railway Museum and Bassendean Market sites under the local planning scheme.

Inclusion of new short-term accommodation land uses within the local planning scheme will provide additional opportunities for tourism accommodation within the Town and within proximity to the Perth CBD.

**Table 2: Economy and employment – planning directions and actions**

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe
Activity Centres	14 Ensure there is sufficient supply and distribution of retail and commercial floorspace to meet the needs of the Town's current and future population.	14.1 Undertake a retail needs assessment to determine the retail needs for the Town's current and future population, and ensure a sufficient supply of land zoned for commercial purposes is provided under the local planning scheme.	Section 4.3.1 of Part 2	Short term (1–5 years)
		14.2 Zone the Eden Hill and Ida Street centres Local Centre under the local planning scheme to facilitate land uses which provide for the day-to-day retail needs of the local community.	Section 4.3.1 of Part 2	Immediate (less than 1 year)
Tourism	15 Utilise the Town's proximity to the Perth CBD and access to public transport to maximise its tourism opportunities.	15.1 Consider increasing tourist accommodation within the Town by incorporating new short-term accommodation land uses into the local planning scheme.	Section 4.3.3 of Part 2	Immediate (less than 1 year)



**Utilise the Town's proximity to the Perth CBD and access to public transport to maximise its tourism opportunities.**

## 3.4 Environment

### 3.4.1 Planning Issue/Opportunity No.10 – Natural areas

The Town is highly urbanised with the few remaining natural areas within the Town considered to be of high biodiversity value. The natural areas of environmental significance within the Town include the Swan River, the Ashfield Flats, Bindaring Park/Pickering Park and Bennett Brook. These areas provide essential habitat for flora and fauna within the urban environment. Activities which occur in proximity to them can impact upon the health and function of their ecological communities. Therefore, managing the environmental impact of land uses within the Town is essential to conserving and protecting the Town's water resources.

The threats to natural areas within urban areas include erosion, disease, clearing for development, bushfire, high nutrients, pollution and weed invasion. To conserve its natural areas, the Town has a number of

environmental policies, plans and procedures in place, including weed management, revegetation programs, water monitoring and a water sensitive urban design local planning policy.

A key objective of the Town's Strategic Community Plan is to conserve, enhance and repair natural areas. Accordingly, the Town will continue to protect and conserve wetland areas such as Bindaring Park via reservation and acquisition of land within the Town Planning Scheme 4A Area.

The Town is also enhancing existing drainage lines by converting open drains into living streams to provide habitat, recreation, cooling benefits and water quality improvements. To recognise the recreational function provided by the conversion of drainage reserves, the Town will consider reclassifying them from Public Purpose to Public Open Space under the local planning scheme.



...these areas provide essential habitat for flora and fauna within the urban environment...



### 3.4.2 Planning Issue/Opportunity No.11 – Climate change

The Town seeks to protect environmental assets and manage environmental impacts by initiating and driving innovative waste management and renewable energy practices and implementing water wise and urban forest projects. The local planning strategy proposes to achieve these aims through changes to the local planning policy framework including the preparation of two local planning policies that focus on sustainable design and building practices.

**Table 3: Environment – planning directions and actions**

Issue/ Opportunity	Planning Direction	Action	Rationale	Timeframe
Natural Environment	16 Protect environmental values within the Town and improve the amenity of natural areas for the community.	16.1 Reclassify drainage reserves upgraded to ‘living streams’ from Public Purpose to Public Open Space to increase public open space amenity.	Section 4.4.1 of Part 2	Short term (1-5 years)

## 3.5 Infrastructure

### 3.5.1 Planning Issue/Opportunity No.12 – Transport network

The Town contains three train stations being Ashfield Station, Bassendean Station and Success Hill Station, and various high frequency transit corridors. To optimise access to public transport and promote public transport use, the areas around the train stations and high frequency transport corridors are identified for future residential intensification. In respect of the transport network, intensification within these areas will need to address and manage noise, traffic, access, and parking impacts.

Development in proximity to the railway and regional roads will need to address transport noise impacts to ensure acceptable levels of acoustic amenity can be achieved through reasonable design measures. Transport noise impacts are therefore identified as a key consideration for planning areas in proximity to transport infrastructure, to ensure that any significant constraints are considered at the earliest stages of the planning process.

To avoid any adverse impacts upon the operational efficiency of the regional transport network, the local planning strategy recognises that future investigations, undertaken for the planning areas, will need to ensure traffic generated by future development can be appropriately managed. Thus, a traffic impact

assessment will need to be completed to support structure plans or changes to the local planning scheme being implemented.

To manage traffic impacts associated with new development, precinct planning will seek to reduce access points onto regional roads by minimising the creation of new crossovers and providing for existing access arrangements to be rationalised, where possible. In this respect, the Town contains several rights-of-way which present opportunities to provide alternative access to properties fronting regional roads such as Guildford Road or high frequency transit corridor such as Ivanhoe street. Accordingly, an action of the local planning strategy is to prepare a local planning policy to provide design guidance for upgrades to existing rights-of-ways within the town.

To manage the supply of parking across the Town, particularly within the town centre and surrounds, the Bassendean Transport Study identifies the need to prepare a town-wide parking strategy to replace its 2011 plan. It is intended that the revised plan will incorporate parking caps in recognition of transport orientated design principles and to manage the impact of future traffic associated with anticipated growth.



### **3.5.2 Planning Issue/Opportunity No.13 – Telecommunications**

A number of existing telecommunication infrastructure facilities exist within the Town, however, noting the potential amenity impacts associated with ‘high impact’ telecommunications infrastructure, it is the Town’s preference that future telecommunications infrastructure be located within established industrial areas.

The local planning strategy proposes that provision for a telecommunications infrastructure land use be made in all zones within a local planning scheme, consistent with State planning policy. Therefore, land use permissibility will be carefully considered further through the preparation of the new local planning scheme.

### **3.5.3 Planning Issue/Opportunity No.14 – Servicing**

Reticulated water, power, gas, drainage and telecommunications infrastructure is available to all areas within the municipality. Much of the municipality is also serviced with reticulated sewerage, although a large part of the industrial area and several localised residential street blocks remain unsewered. The absence of sewer in some areas places localised constraints on development, and in response, residential areas are recommended to remain coded R5.

In response to anticipated dwelling growth, servicing upgrades may be required to the sewer and scheme water system and the gas distribution network. This will need to be considered in consultation with relevant service providers. Through future stages of planning, the Town will also investigate capacity of its stormwater infrastructure to ensure the system can suitably accommodate growth. The Town is also currently exploring options for the undergrounding of power within the suburb of Eden Hill for the purposes of improving streetscape and public safety. Actions with the local planning strategy are recommended accordingly.



**Table 4: Infrastructure – planning directions and actions**

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Transport Network	17 Mitigate traffic impacts on the local road network by utilising existing rights-of-way within the Town to provide alternative access for infill development.	17.1 Undertake a needs assessment to determine the extent of upgrades, if any, to existing rights-of-way to provide vehicular access to infill development.	Section 4.5.1 of Part 2	Short term (1–5 years)
	18 Ensure transport noise impacts are appropriately addressed to ensure acceptable levels of acoustic amenity can be achieved through reasonable design measures.	18.1 Consider establishing a Special Control Area for noise attenuation for land affected by transport noise.	Section 4.5.1 of Part 2	Immediate (less than 1 year)
Telecommunications	19 Ensure provision of telecommunications infrastructure to meet the needs of the community.	19.1 Recommend support for the zoning table within the new Local Planning Scheme to make provision for telecommunications infrastructure in all zones.	Section 4.5.2 of Part 2	Immediate (less than 1 year)
Servicing	20 Ensure provision of essential services to meet the needs of the community.	20.1 Liaise with servicing agencies to determine service infrastructure capacity within the Town and confirm that areas identified for intensification can be appropriately serviced as and when required.	Section 4.5.3 of Part 2	Ongoing
	21 Improve the amenity of the Town's streetscapes.	21.1 Explore options for the undergrounding of power infrastructure within the suburb of Eden Hill.	Section 4.5.3 of Part 2	Short term (1–5 years)



**...future housing stock  
can be diversified through a  
broader range of density codes  
and dwelling typologies...**



# 4. Planning Areas

## 4.1 Overview

**Consistent with the principles of urban consolidation, the local planning strategy identifies six planning areas for land use intensification. Three additional residential planning areas are proposed for the purposes of reviewing existing base and split coding arrangements.**

The rationale, context, along with the proposed land use and density arrangements for each planning area is summarised in Table 6: Investigation Planning Areas – Planning directions and actions, and discussed further in Section 5 of Part 2.

To provide for a coordinated approach to infill, various land use planning considerations are outlined for each planning area and these will require investigation to inform future stages of planning.

Generally, ad hoc planning proposals within any planning area will not be supported until such time that the relevant planning investigations have been undertaken and where relevant, incorporated into the local planning scheme.

It is also acknowledged that planning areas may be the subject of further minor refinements through these detailed planning stages.

The planning areas are expected to accommodate the dwelling yields as outlined in Table 5: Estimated dwelling yields by planning area. As this is anticipated to occur over a 15-year timeframe, it is acknowledged this demonstrates a staged approach towards achieving the Perth and Peel to 2050 dwelling targets.

**Table 5: Estimated dwelling yields by planning area**

Estimated dwelling growth scenario		Planning Area	Low-growth	Mid-growth	High-growth
A	Bassendean District Activity Centre		1209	1692	2175
B	Ashfield District Activity Centre		299	418	537
C	Guildford Road Urban Corridor		86	120	155
D	Ivanhoe Street Urban Corridor – North		407	569	732
E	Ivanhoe Street Urban Corridor – South		84	118	151
F	Lord Street Urban Corridor		239	334	429
G	Bassendean – Eden Hill Coding Review		104	145	186
H	Bassendean – Ashfield Coding Review		422	591	760
I	Eden Hill Coding Review		40	56	72
Total			2,888	4,043	5,198

**Table 6: Investigation planning areas – planning directions and actions**

Planning Area	Planning Direction	Action
Planning Area A: Bassendean District Activity Centre	22 Support urban and economic development of the activity centre by optimising employment opportunities, facilitating land use diversification and accommodating residential intensification.	22.1 Prepare a Precinct Structure Plan.
		22.2 Applying a District Centre zone under the local planning scheme.
Planning Area B: Ashfield District Activity Centre	23 Support urban and economic development of the activity centre by optimising employment opportunities, facilitating land use diversification and accommodating residential intensification.	23.1 Prepare a Precinct Structure Plan.
Planning Area C: Guildford Road Urban Corridor	24 To provide for land use intensification, land use mix and housing diversity within proximity to high frequency public transport amenities.	24.1 Undertake studies to inform zoning, coding and land use permissibility arrangements under the local planning scheme.
Planning Area D: Ivanhoe Street Urban Corridor – South	25 To provide for land use intensification, land use mix and housing diversity within proximity to activity centres and high frequency public transport amenities.	25.1 Undertake studies to inform zoning, coding and land use permissibility arrangements under the local planning scheme.
Planning Area E: Ivanhoe Street Urban Corridor – North	26 To provide for land use intensification, land use mix and housing diversity within proximity to local centres and high frequency public transport amenities.	26.1 Undertake studies to inform zoning, coding and land use permissibility arrangements under the local planning scheme.

Rationale	Matters to be considered	Timeframe
Section 5.1 of Part 2	<ul style="list-style-type: none"> <li>• Density ranges</li> <li>• Heritage</li> <li>• Land use mix</li> <li>• Noise mitigation</li> <li>• Residential interface</li> <li>• Retail needs assessment</li> <li>• Servicing infrastructure capacity</li> <li>• Traffic impacts</li> </ul>	Immediate (less than 1 year)
Section 5.2 of Part 2	<ul style="list-style-type: none"> <li>• Density ranges</li> <li>• Extent of precinct boundary</li> <li>• Industrial Interface</li> <li>• Land use mix</li> <li>• Local government interface</li> <li>• Residential interface</li> <li>• Retail needs assessment</li> <li>• Servicing infrastructure capacity</li> <li>• Traffic impacts</li> </ul>	Medium Term (5–10 years)
Section 5.3 of Part 2	<ul style="list-style-type: none"> <li>• Density ranges</li> <li>• Heritage</li> <li>• Noise mitigation</li> <li>• Traffic impacts</li> <li>• Transitional density arrangements</li> <li>• Servicing infrastructure capacity</li> <li>• Staging and sequencing</li> </ul>	Medium Term (5–10 years)
Section 5.4 of Part 2	<ul style="list-style-type: none"> <li>• Density ranges</li> <li>• Existing split coding arrangements</li> <li>• Industrial interface</li> <li>• Noise mitigation</li> <li>• Traffic impacts</li> <li>• Servicing infrastructure capacity</li> <li>• Staging and sequencing</li> </ul>	Medium Term (5–10 years)
Section 5.5 of Part 2	<ul style="list-style-type: none"> <li>• Density ranges</li> <li>• Existing split coding arrangements</li> <li>• Land use mix</li> <li>• Local government interface</li> <li>• Noise mitigation</li> <li>• Servicing infrastructure capacity</li> <li>• Staging and sequencing</li> <li>• Traffic impacts</li> <li>• Transition of density arrangements</li> </ul>	Medium Term (5–10 years)

**Table 6: Investigation planning areas – planning directions and actions (continued)**

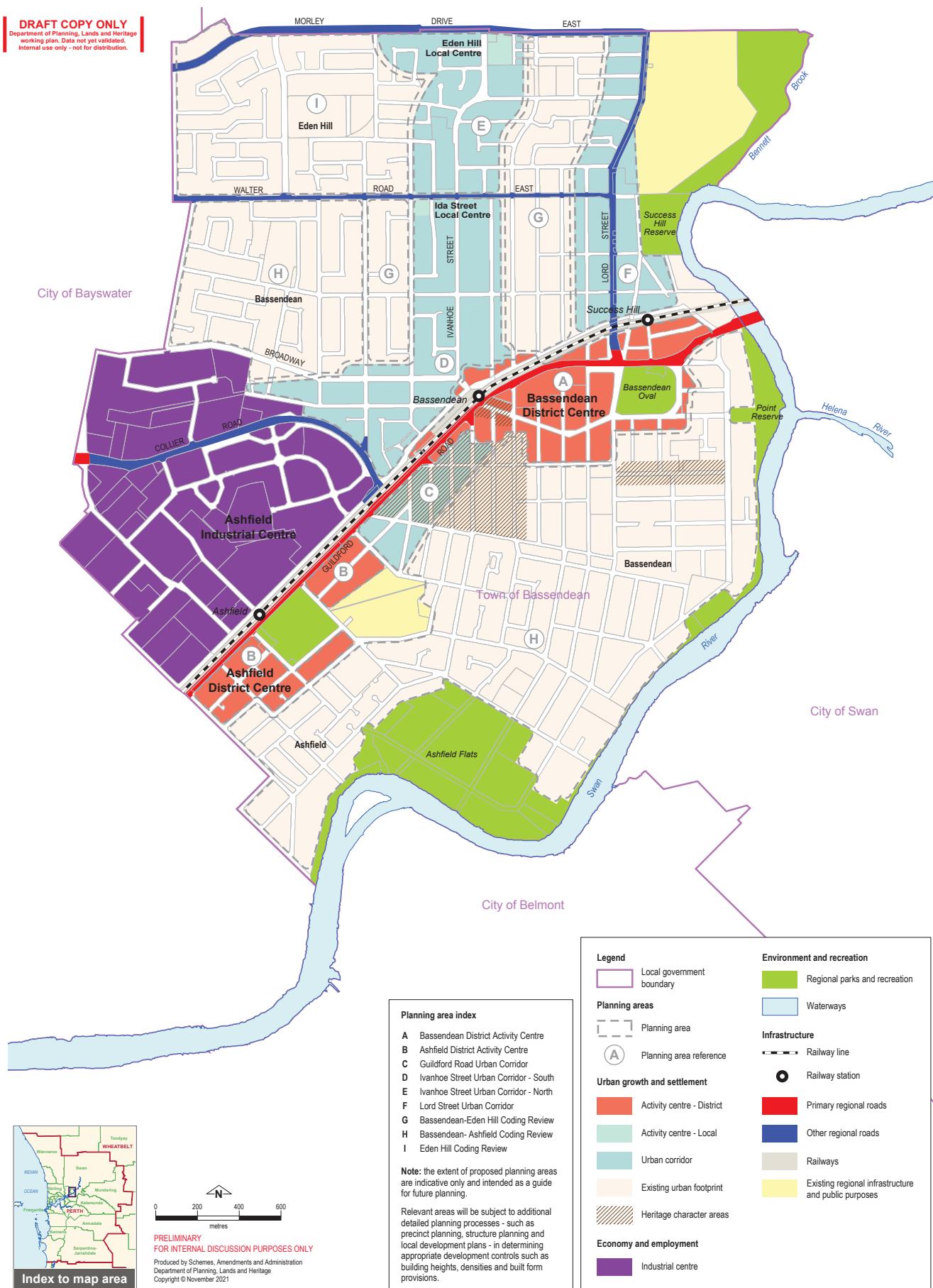
Planning Area	Planning Direction	Action
Planning Area F: Lord Street Urban Corridor	27 To provide for land use intensification, land use mix and housing diversity within proximity to public transport amenities.	27.1 Undertake studies to inform zoning, coding and land use permissibility arrangements under the local planning scheme.
Planning Area G: Bassendean – Eden Hill Coding Review	28 Retain low density suburban character to contribute to a range of housing typologies within the Town.	28.1 Rationalise existing density arrangements within the existing urban footprint areas by removing dual codes and applying an R20 density code.
Planning Area H: Bassendean – Ashfield Coding Review	29 To provide for transparency and legibility for subdivision and development requirements under the local planning scheme.	29.1 Normalise density arrangements within the existing urban footprint areas by applying a singular density code to sites subject of split coding where build out has occurred.
Planning Area I: Eden Hill Coding Review	30 To reflect the prevailing lot sizes within the local government area and the Perth metropolitan region.	30.1 Normalise density arrangements within the existing urban footprint areas by applying a singular density code to sites subject of split coding where build out has occurred.  30.2 Increasing the base density code from R17.5 to R20

Rationale	Matters to be considered	Timeframe
Section 5.6 of Part 2	<ul style="list-style-type: none"> <li>• Bush fire</li> <li>• Density ranges</li> <li>• Existing split coding arrangements</li> <li>• Land use mix</li> <li>• Local government interface</li> <li>• Noise mitigation</li> <li>• Traffic impacts</li> <li>• Transition of density arrangements</li> <li>• Servicing infrastructure capacity</li> <li>• Staging and sequencing</li> </ul>	Medium Term (5–10 years)
Section 5.7 of Part 2	<ul style="list-style-type: none"> <li>• Non-conforming density arrangements</li> </ul>	Immediate (less than 1 year)
Section 5.8 of Part 2	<ul style="list-style-type: none"> <li>• Existing built form</li> <li>• Heritage</li> </ul>	Immediate (less than 1 year)
Section 5.9 of Part 2	<ul style="list-style-type: none"> <li>• Bush fire</li> <li>• Existing built form</li> </ul>	Immediate (less than 1 year)



## 5. Strategy map

**Figure 1: Local Planning Strategy Map**





## 6. Implementation and review

Following the publication of its local planning strategy, the Town will undertake regular monitoring and review to ensure its effective implementation and compliance with the Regulations.

Implementation of the local planning strategy will occur through implementation and review of the actions proposed in Sections 3 and 4 and through local planning scheme preparation, review and administration.

In broad terms, this will involve:

- Implementation of the recommended actions within the specified timeframes;
- The short term preparation of a new Local Planning Scheme No. 11 to replace the existing Local Planning Scheme No. 10;
- Aligning the local planning scheme consistent with the model provisions of the Regulations;
- Every five years, undertaking a comprehensive review of the local planning scheme and local planning strategy in the form of a report for review. The report of review will include a basic assessment of the status of all of the actions from the local planning strategy to confirm whether actions are either completed, in progress, not commenced or no longer relevant.

In addition to the report of review and any outcomes of this process, it is also recognised that an amendment to the local planning strategy may be necessary from time to time. Such circumstances may include, but are not limited to:

- Updating the local planning strategy consistent with manner and form approved by the Commission;
- To apply any new or amended State or regional planning policy;
- To incorporate the recommendations of any study, needs assessment, plan, sub-strategy where they relate to land use planning; and
- To reflect any changes as a result of the review, or creation of a new Strategic Community Plan.



**...The Town has a rich cultural heritage profile and an established framework in which heritage is recognised...**



# Local Planning Strategy

## Part 2: Background Information and Analysis



# 1. Introduction



The purpose of Part 2 is to provide the rationale and evidence base for Part 1. It provides the relevant background information and analysis which supports the planning directions and actions outlined within Part 1 of the local planning strategy.

This part provides a summary of the relevant State, regional and local planning contexts and their implications for the local planning strategy.

A local government profile is also included that provides a presentation and analysis of information relating to the demographic profile of the Town and the key planning issues and opportunities influencing future development and land use within the Town.



## 2. State and Regional Planning Context

### 2.1 State Planning Strategy 2050

The State Planning Strategy provides the strategic context and basis for the coordination and integration of land use planning and development across Western Australia, regional and local levels. It contemplates a future in which high standards of living, improved public health and an excellent quality of life are enjoyed by present and future generations of Western Australians.

The State Planning Strategy proposes that diversity, liveability, connectedness and collaboration must be central to achieving the vision of sustained growth and prosperity for Western Australia, and establishes principles, strategic goals and directions to ensure the development of the State progresses towards this vision.

### 2.2 State Planning Policies

State Planning Policies (SPPs) are prepared under Part 3 of the *Planning and Development Act 2005* and provide the highest level of planning policy control and guidance in Western Australia. SPPs considered to be specifically relevant to the Town are outlined and described in Table 7.

**Table 7: State Planning Policy Overview and local planning strategy implications and responses**

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
SPP 1.0 – State Planning Framework	<p>SPP 1.0 restates and expands on the key principles of the State Planning Strategy in planning for sustainable land use and development. It brings together existing State and regional policies, strategies and guidelines within a central State Planning Framework, which provides a context for decision-making on land use and development in Western Australia.</p> <p>The Framework informs the Western Australian Planning Commission (WAPC), local government and others involved in the planning process on State level planning policy which is to be taken into consideration, and given effect to, in order to ensure integrated decision-making across all spheres of planning.</p> <p>The Framework identifies relevant policies and strategies used by the WAPC in making decisions and may be amended from time to time. The Framework is the overarching SPP. Additional SPPs set out the WAPC's policy position in relation to aspects of the State Planning Strategy principles.</p>	This Strategy has been prepared having regard to the requirements of the State Planning Framework of Western Australia, including relevant State Planning Policies applicable to the Town.
SPP 2.0 – Environment and Natural Resources Policy	<p>SPP 2.0 is a broad sector policy and provides guidance for the protection, management, conservation and enhancement of the natural environment. The policy promotes responsible planning by integrating environment and natural resource management with broader land use planning and decision-making.</p> <p>SPP 2.0 outlines general measures for matters such as water, air quality, soil and land quality, biodiversity, agricultural land and rangelands, basic raw materials, marine resources, landscapes and energy efficiency. These general measures should be considered in conjunction with environmentally-based, issue-specific State planning policies which supplement SPP 2.0.</p>	The key environmental and natural resources within the Town have been considered in the development of the Strategy.  The Strategy provides mechanisms for the protection and retention of trees and to encourage sustainable building practices via the use of a local planning policy and/or Scheme provisions.

**Table 7: State Planning Policy Overview and local planning strategy implications and responses (continued)**

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
<b>SPP 2.8 – Bushland Policy for the Perth Metropolitan Region</b>	<p>SPP 2.8 seeks to provide a policy and implementation framework that will ensure bushland protection and management issues in the Perth Metropolitan Region are appropriately addressed and integrated with broader land use planning and decision-making. The primary purpose of the policy is to secure the long-term protection of biodiversity and associated environmental value sites, being Bush Forever areas.</p> <p>The policy recognises the protection and management of significant bushland areas as a fundamental consideration in the planning process, while also seeking to integrate and balance wider environmental, social and economic considerations.</p> <p>The policy supports the preparation of local bushland protection strategies to enable the identification of locally significant bushland sites for protection and management outside Bush Forever areas.</p>	<p>A portion of Bush Forever site 214 covers land owned by the Town on Villiers Street, and encompasses the Ashfield Flats Regional Reserve under the Metropolitan Region Scheme. In partnership with the Department of Planning, Lands and Heritage, the Town will continue to seek protection and manage significant bushland within Bush Forever site 214 and surrounding areas of environmental significance.</p>
<b>Draft SPP 2.9 – Planning for Water</b>	<p>The objectives of draft SPP 2.9 include:</p> <ul style="list-style-type: none"> <li>• Protect and improve the environmental, social, cultural and economic values of the State's water resources.</li> <li>• Ensure the secure and sustainable supply, use and re-use of water resources.</li> <li>• Ensure future development is resilient to the water-related impacts of climate change.</li> <li>• Minimise future costs and protect public health by ensuring that appropriate wastewater infrastructure is provided.</li> </ul> <p>Of significant importance to the Town, given its riverside location, the draft Policy seeks to manage the risk of riverine flooding to people, property and infrastructure. The draft policy has a presumption against rezoning, subdividing or proposing additional development that intensifies land use within a defined floodway.</p>	<p>Protect and conserve wetland areas such as Bindaring Park via reservation and acquisition of land within the Town Planning Scheme 4A area.</p> <p>Planning settings are to be applied to limit land use intensification for properties affected by riverine flooding.</p>



State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
SPP 3.0 – Urban Growth and Settlement	<p>SPP 3.0 is a broad sector policy that sets out the principles and considerations which apply to planning for urban growth and settlement in Western Australia. The purpose of the policy is to facilitate sustainable patterns of urban growth and settlement by setting out the requirements of sustainable settlements and communities and the broad policy for accommodating growth and change.</p> <p>SPP 3.0 outlines general measures to create sustainable communities, plan liveable neighbourhoods, coordinate services and infrastructure, manage rural-residential growth and plan for aboriginal communities. These general measures should be considered in conjunction with issue-specific urban growth and settlement State planning policies which supplement SPP 3.0.</p>	<p>Urban growth shall predominantly be facilitated in the Town's existing centres including Ashfield and Bassendean District Centres to make optimal use of existing infrastructure and services. In addition, this Strategy will provide for targeted increases in density in appropriate locations to provide for additional infill development within the Town.</p>
SPP 3.5 – Historic Heritage Conservation	<p>SPP 3.5 sets out the principles of sound and responsible planning for the conservation and protection of Western Australia's historic heritage. The policy seeks to conserve places and areas of historic heritage significance and to ensure development does not adversely affect the significance of heritage places and areas.</p> <p>SPP 3.5 primarily relates to historic cultural heritage noting that aboriginal heritage and natural heritage are protected by other legislative instruments. Historic cultural heritage includes heritage areas, buildings and structures, historic cemeteries and gardens, man-made landscapes and historic or archaeological sites with or without built features.</p> <p>The policy contains development control principles and considerations for decision-makers for where development is proposed within a heritage place and heritage area. The policy also states that care should be taken by decision-makers to minimise the extent to which land use zoning and other planning controls conflict with, or undermine, heritage conservation objectives.</p>	<p>The Strategy recommends the investigation and establishment of Heritage Areas (and an associated local planning policy), under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>. The development assessment and control of properties, buildings and areas with significant heritage values within the Town is to be guided by this policy, as is the preparation of a future local planning policy addressing built form outcomes for character and heritage areas.</p>

**Table 7: State Planning Policy Overview and local planning strategy implications and responses (continued)**

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
SPP 3.6 – Infrastructure Contributions	<p>SPP 3.6 sets out the principles and requirements that apply to both development and community infrastructure in new and established areas. Its primary purpose is to promote the efficient and effective provision of public infrastructure to meet the demands arising from population growth and development. The policy is intended to apply across all development settings, including urban, industrial and greenfield growth areas and regional towns.</p> <p>Implementation of this policy is primarily through local planning schemes, improvement schemes or structure plans as well as subdivision and development proposals. In determining the suitability for infrastructure contributions, decision-makers are required to consider six underlying principles, including need and nexus, transparency, equity, certainty, consistency and accountability.</p> <p>SPP 3.6 is supplemented by the Infrastructure Contribution Implementation Guidelines (the Guidelines) that provide additional information regarding the preparation and operation of development contribution plans (DCPs) in areas where coordinated development of infrastructure and cost-sharing is required.</p> <p>The Guidelines recognise that the DCP must have a strategic basis and be linked to the local planning strategy and strategic infrastructure plan and program which identify the infrastructure and facilities required over the life of the DCP (generally up to 10 years for new greenfield development, or longer for the delivery of citywide Community Infrastructure), and the cost and revenue sources for the provision of the infrastructure.</p>	Future development and redevelopment will require the provision of new and/or upgraded infrastructure, which can be funded in a number of ways. Any Precinct Structure Plans for the Bassendean and Ashfield areas will consider the future infrastructure needs and the merits of establishing a formalised cost sharing arrangement or via the form of delivering contributions as outlined in State Planning Policy 3.6 – Infrastructure Contributions.

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
SPP 3.7 – Planning in Bushfire Prone Areas	<p>SPP 3.7 provides a framework in which to implement effective, risk-based land use planning and development outcomes to preserve life and reduce the impact of bushfire on property and infrastructure. The policy emphasises the need to identify and consider bushfire risks in decision-making at all stages of the planning and development process whilst achieving an appropriate balance between bushfire risk management measures, biodiversity conservation and environmental protection.</p> <p>The policy applies to all land which has been designated as bushfire prone by the Fire and Emergency Services Commissioner as well as areas that may have not yet been designated as bushfire prone but is proposed to be developed in a way that introduces a bushfire hazard.</p> <p>SPP 3.7 should be read in conjunction with the deemed provisions, Guidelines for Planning in Bushfire in Prone Areas and Australian Standard 3959: Construction of buildings in Bushfire Prone Areas.</p>	<p>The policy will impact upon land use and development within identified bushfire prone areas, including the surrounds of the Ashfield Flats, Bindaring Park and Success Hill Reserve. Changes in land use or development intensity within these areas will require justification against SPP 3.7. Further residential intensification will be located such that it avoids areas designated as bushfire prone. Land subject to planning areas will be considered following further investigation.</p>
SPP 4.1 – Industrial Interface	<p>SPP 4.1 guides planning decisions with the aim of protecting the long-term future operation of industry and infrastructure facilities, by avoiding encroachment from sensitive land uses and potential land use conflicts.</p> <p>The policy notes that local planning strategies should:</p> <ul style="list-style-type: none"> <li>a. Identify areas for strategic, general and light industry;</li> <li>b. Identify all existing Prescribed Premises and land uses with off-site risks regulated under the relevant regulatory framework and ensure proposals are referred to the regulating agency for technical advice;</li> <li>c. Identify designated statutory buffers and the compatible land uses appropriate in the buffer; and,</li> <li>d. Provide a framework for managing potential transitions from industrial zoning to a sensitive zone to avoid conflict between existing industry and new sensitive uses.</li> </ul>	<p>The Strategy recognises the Ashfield Industrial Centre as the only industrial area within the Town and focuses on the protection of this area from incompatible land use. In accordance with the provisions of SPP 4.1, the continued protection of the area and management of transitional interfaces through land use permissibility is identified as a priority.</p>

**Table 7: State Planning Policy Overview and local planning strategy implications and responses (continued)**

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
<b>SPP 4.2 – Activity Centres</b>	<p>SPP 4.2 and its Guidelines applies to the preparation and assessment of the relevant components of planning instruments that relate to activity centres within the Metropolitan (Perth), Peel and Greater Bunbury Region Scheme areas. SPP 4.2 seeks to provide a consistent approach for the planning and development of a hierarchy and network of activity centres that meets community needs, and provides economic and environmental benefits, enables the distribution of a broad range of goods and services, and facilitates retail, commercial and mixed used developments.</p> <p>SPP 4.2 encourages the preparation of precinct structure plans for strategic, secondary, district and specialised activity centres. Neighbourhood and local activity centres may require either a precinct structure plan or local development plan, at the discretion of the decision-maker.</p>	<p>Ashfield and Bassendean Town Centre are identified as District Centres under the SPP 4.2 Framework, reflected in this Strategy. The Strategy designates Eden Hill and Ida Street as Local Centres. Precinct Structure Plans are to be prepared in accordance with the LPS Regulations over the Town's District Centres in accordance with the provisions of this policy and SPP 7.2 Precinct Design, as identified on the strategy map.</p> <p>Further, the Strategy includes a range of actions to ensure proposed activity centres develop in accordance with the functions, characteristics and performance targets outlined under SPP 4.2.</p>
<b>SPP 5.2 – Telecommunications infrastructure</b>	<p>SPP 5.2 recognises telecommunications infrastructure as an essential service and aims to balance the need for this infrastructure and the community interest in protecting the visual character of local areas. The policy aims to provide clear guidance pertaining to the siting, location and design of telecommunications infrastructure and sets out specific exemptions for where the policy requirements do not apply.</p> <p>Decision-makers should ensure that telecommunications infrastructure services are located where it will facilitate continuous network coverage and/or improved telecommunications services to the community whilst not comprising environmental, cultural heritage, social and visual landscape values.</p>	<p>The Strategy should ensure the zoning table within the new Local Planning Scheme provides for telecommunications infrastructure in all zones, in accordance with the requirements of SPP 5.2</p>



State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
SPP 5.4 – Road and Rail Noise	<p>SPP 5.4 provides guidance for the performance-based approach for managing and mitigating transport noise associated with road and rail operations.</p> <p>This policy applies where noise sensitive land uses are located within a specified distance of a transport corridor, new or major road or rail upgrades are proposed or where works propose an increase in rail capacity resulting in increased noise. The policy also sets out specific exemptions for where the policy requirements do not apply.</p> <p>SPP 5.4 supports noise impacts being addressed as early as possible in the planning process for the purpose of avoiding land use conflict and achieving better land use planning outcomes. Considerations for decision-makers include ensuring that the community is protected from unreasonable levels of transport noise, whilst also ensuring the future operations of transport corridors.</p> <p>SPP 5.2 is supplemented by the Road and Rail Noise Guidelines.</p>	<p>SPP 5.4 will inform the preparation of the Precinct Structure Plans for the Bassendean and Ashfield District Centres. It will also inform the various investigations provided by the Strategy, particularly in relation to urban corridors.</p>
SPP 7.0 – Design of the Built Environment	<p>SPP 7.0 is a broad sector policy relevant to all local governments. The policy sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals through the planning system. It is intended to apply to activity precinct plans, structure plans, local development plans, subdivision, development and public works.</p> <p>The policy contains ten design principles which set out specific considerations for decision-makers when considering the above proposals. These include, context and character, landscape quality, built form and scale, functionality and build quality, sustainability; amenity, legibility, safety, community and aesthetics. The policy also encourages early and on-going discussion of design quality matters and the use of design review.</p> <p>These principles should be considered in conjunction with the range of supporting State Planning Policies that provide design quality guidance for specific types of planning and development proposals.</p>	<p>The Strategy recommends LPS 11 include provisions relating to the establishment and operation of a Design Review Panel. Any Design Review Panel is to give due regard to the 10 Design Principles outlined under SPP 7.0 in the assessment of relevant planning frameworks such as Precinct Structure Plans, Local Development Plans and in the assessment of development applications.</p>

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
<b>SPP 7.2 – Precinct Design</b>	<p>SPP 7.2 provides guidance for precinct planning with the intent of achieving good planning and design outcomes for precincts within Western Australia. The policy recognises that there is a need to plan for a broader range of precinct-based contexts and conditions to achieve a balance between greenfield and infill development. Objectives of the policy include ensuring that precinct planning and design processes deliver good-quality built environment outcomes that provide social, economic and environmental benefit to those who use them.</p> <p>Precinct types include activity centres, station precincts, urban corridors, residential infill and heritage precincts. These areas are recognised as requiring a high-level of planning and design focus in accordance with a series of precinct outcome considerations as outlined in the policy. The policy also encourages the use of design review.</p>	<p>The Strategy identifies two areas, the Ashfield and Bassendean Town Centre District Centres, which require further detailed planning, potentially through the preparation of a precinct structure plan.</p>
<b>SPP 7.3 – Residential Design Codes Volumes 1 and 2 (SPP 7.3)</b>	<p>SPP 7.3 – Residential Design Codes Volumes 1 and 2 provides the basis for the control of residential development throughout Western Australia for single houses, grouped dwellings and multiple dwellings. The purpose of the policy is to address emerging design trends, promote sustainability, improve clarity and highlight assessment pathways to facilitate better outcomes for residents. They are also used for the assessment of residential subdivision proposals.</p> <p>The policy outlines various objectives for residential development, planning governance and development process and sets out information and consultation requirements for development proposals. The policy also makes provision for aspects of specified design elements to be varied through the local planning framework.</p> <p>SPP 7.3 – Residential Design Codes Volumes 1 and 2 should be read in conjunction with the supporting Guidelines.</p>	<p>The Strategy provides for the Town to investigate changes to residential densities in designated planning areas. These investigations shall include a review of the prevailing neighbourhood character and context, as guided by Appendix A2 – Streetscape Character Types of SPP 7.3 (Volume 2), with a view to ensuring that any transition continues to preserve local amenity. Importantly, some specific matters to be considered include density transitions for urban corridors as well as split coding and other non-conforming density arrangements.</p> <p>The Strategy recognises the role of Volumes 1 and 2 of SPP 7.3 in informing such investigations, the preparation of new local planning policies and the preparation of LPS 11. Local planning policies for specific design elements may include those related to character conservation and front boundary fencing.</p>



## 2.3 Regional Planning Context

The WAPC prepares various regional planning instruments to guide land use and development at the regional and sub-regional level, including Regional and Sub-Regional planning strategies and structure plans as well as Regional Planning Schemes.

Regional planning instruments considered to be specifically relevant to the Town are outlined and described in Table 8.

**Table 8: Regional planning instrument overview and local planning strategy implications and responses**

Regional Planning Instrument	Regional Planning Instrument Overview	Local Planning Strategy Implications and Responses
Metropolitan Region Scheme	<p>The Metropolitan Region Scheme (MRS) outlines objectives for regional development and provides a statutory mechanism to assist strategic planning, by setting out broad land use zones, setting aside areas for regional open space, protection of environmental values and other regional infrastructure purposes, and assisting in coordinating the provision of major infrastructure. Local government planning (including local planning schemes) is required to be consistent with the broad land uses under the MRS.</p>	Ensure the zones provided within the new Local Planning Scheme are consistent with the zones within the MRS.
<i>Perth and Peel @ 3.5 million – Central Sub-regional Planning Framework</i>	<p>The <i>Central Sub-regional Planning Framework</i> (Framework) provides high level guidance for the growth of the Central sub-region of the Perth Metropolitan Area, and forms part of the <i>Perth and Peel @ 3.5 Million</i> suite of strategic land use and infrastructure plans.</p> <p>The <i>Central Sub-regional Planning Framework</i> provides high-level guidance regarding where new homes and jobs will be located, how to make best use of existing and proposed infrastructure and how best to protect the natural environment to allow sustainable growth within the Central sub-region.</p>	<p>The Framework establishes the district's dwelling yield target, which is for an additional 4,150 dwellings by 2050. Given that approximately 864 dwellings have already been created during the applicable period, since 2011, a further 3,286 dwellings would need to be provided to ensure that the Town contributes its requisite quota to the housing capacity of the Perth and Peel regions. It is proposed to achieve this required growth within the new Scheme by effectively increasing residential densities in the areas broadly identified on the Strategy Map. Any increases in density will be consistent with the 10 urban consolidation principles.</p>

## 2.4 Operational Policies

Operational policies guide decision-making in relation to subdivision and development applications. Those operational policies considered relevant to the local planning strategy are listed and described in Table 9.

**Table 9: Operational policies**

Policy	Policy Overview	Local Planning Strategy Implications and Responses
Development Control Policy 1.3 Strata Titles	This policy deals with those classes of strata title proposals which require the approval of the WAPC and sets out the criteria to be used in the determination of applications for that approval.	The impacts of these policies may be considered through the preparation of relevant local planning policies and be given due regard during the assessment structure plans, local development plans, subdivisions and development applications, where applicable.
Development Control Policy 1.5 Bicycle Planning	This policy describes the planning considerations which should be taken into account in order to improve the safety and convenience of cycling.	
Development Control Policy 1.6 Planning to Support Transit Use and Development	This policy seeks to maximise the benefits to the community of an effective and well used public transit system by promoting planning and development outcomes that will support and sustain public transport use.	
Development Control Policy 1.11 Community Schemes	Community schemes is an opt-in form of subdivision that can apply throughout the State. This policy sets out the general principles and basic requirements that will be used by the WAPC to clarify the procedure for assessing and determining a statement of grounds and community development statement; and, Establish criteria for the consideration of a community development statement and the subsequent subdivision and development proposals.	
Development Control Policy 2.2 Residential Subdivision	DC 2.2 sets out the standards for the subdivision of residential land and relates to the site area requirements outlined under SPP 7.3. Historical lot size differences and the application of contemporary R-Codings results in some lots not aligning with allocated minimum and average lot sizes. The variations to lot sizes enabled by this policy are intended to facilitate flexibility to complete subdivision of these lots as intended under the local planning framework.	The Strategy recommends the inclusion of existing provisions allowing variations to average lot size requirements where subdivision occurs on a corner lot coded between R10 and R35 under LPS 11. The framework for these provisions is outlined under DC 2.2 and will provide an opportunity for the Town to facilitate improved density outcomes in appropriate locations.

Policy	Policy Overview	Local Planning Strategy Implications and Responses
Development Control Policy 2.3 – Public Open Space in Residential Areas	<p>The basic component of this policy is the requirement that 10 per cent of the gross subdivisible area of a conditional subdivision shall be given up free of cost by the subdivider for public open space. This has been the basis of public open space policy in the State for many years, and emanates from the recommendations of the Plan for the Metropolitan Region Perth and Fremantle.</p>	<p>This Strategy is recommending the preparation of a local planning policy that provides guidance on the circumstances where the Town will pursue a requirement for a cash-in-lieu POS contribution to be made in accordance with the valuation provisions outlined in the <i>Planning and Development Act 2005</i>.</p>

## 2.5 Position Statement and Guidelines

Position statements are prepared by the WAPC to set out the policy position or advice of the WAPC with respect to a particular planning practice or matter. Guidelines are prepared by the WAPC to provide detailed guidance on the application of WAPC policies. Those position statements or guidelines of the WAPC that are considered relevant are included in Table 10.

**Table 10: Position statement and guidelines**

Position statement/ guidelines	Overview	Local Planning Strategy Implications and Responses
Residential Accommodation for Ageing Persons	<p>This document outlines the Western Australian Planning Commission's requirements to support the provision of residential aged care within the local government planning framework in Western Australia.</p>	<p>Provide for a range of residential densities to provide a variety of housing typologies.</p> <p>Investigate alternative housing models and the ability to provide for additional aged accommodation, such as independent living complexes.</p>
Fibre Ready Telecommunications Infrastructure	<p>This position statement aims to ensure appropriate internet access in future land development within Western Australia.</p>	<p>Apply the requirements of the Fibre Ready Telecommunications Infrastructure Position Statement in the assessment of subdivision and development applications to ensure NBN infrastructure is provided.</p>
Expenditure of cash-in-lieu of public open space	<p>This position statement provides guidance on the expenditure of cash-in-lieu of public open space in accordance with the <i>Planning and Development Act 2005</i>.</p>	<p>This Strategy is recommending the preparation of a local planning policy that provides guidance on the circumstances where the Town will pursue a requirement for a cash-in-lieu POS contribution to be made in accordance with the valuation provisions outlined in the <i>Planning and Development Act 2005</i>.</p>

## 3. Local Planning Context



### 3.1 Strategic Community Plan

The Town's Strategic Community Plan was adopted on 3 August 2020. Key themes and outcomes which are relevant to land use planning are outlined in Table 11.

**Table 11: Strategic Community Plan Summary**

Themes	Outcomes	Local Planning Strategy Implications and Responses
Strengthening and connecting our community	Ensure access and inclusion to spaces and places throughout our Town for all, including community members with disabilities, youth, seniors, Indigenous people, and culturally and linguistically diverse people.	Review and amend residential density to balance the outcomes of the Bassendean Our Future Engagement exercise and the State Planning Framework, involving the provision of higher residential densities in close proximity to the district's three railway stations and urban corridors and limiting the development potential outside of those areas, to ensure that large portions of the district can remain more suburban, with greater opportunities for tree preservation.
Leading environmental sustainability	Initiate and drive innovative renewable energy practices.  Protect existing trees and green spaces and conserve, enhance and repair natural and urban areas.  Create an urban forest throughout reserves, gardens and street.	Encourage sustainable building practices that reduce carbon emissions via development standards in a local planning policy.  Provide for the protection and retention of trees via appropriate Scheme provisions.
Creating a vibrant town and precincts	Advocate for economic growth of our Bassendean Town Centre and engage potential government and private sector development partners to realise opportunities within the Town of Bassendean.  Ensure planning and development strategies and policies align with the desire to focus future development around centres and train stations.	Promote the Bassendean Town Centre as a place for future investment via the Bassendean Town Centre Masterplan project.  Provide for the preparation of Precinct Structure Plans over the Town's District level Precincts, as identified on the Strategy Map.



Themes	Outcomes	Local Planning Strategy Implications and Responses
<b>Driving financial sustainability</b>	Prioritise infrastructure projects that generate local employment and support a circular economy.	<p>Provide mixed use land, in a targeted and limited capacity to support the existing limited commercial activity.</p> <p>Protect the industrial area from encroachment of commercial and incompatible land uses via development controls and zoning.</p>
<b>Facilitating people-centred services</b>	Ensure transparent and open discussions with community members.	<p>Ensure the Local Planning Strategy and Scheme are subject to community consultation in accordance with the requirements of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p>
<b>Providing visionary leadership and making great decisions</b>	Ensure community engagement processes are implemented in major strategic projects.	<p>Ensure the Local Planning Strategy and Scheme are subject to community consultation in accordance with the requirements of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p>
<b>Building community identity by celebrating culture and heritage</b>	<p>Maintain and share the historical stories of the Town of Bassendean.</p> <p>Ensure heritage locations and buildings of historical value within the Town are recognised, cared for and utilised by the community.</p>	<p>Undertake a review the Town's Municipal Heritage Inventory.</p> <p>Following adoption of a Local Heritage Survey, review and potentially amend the local Heritage List.</p>

## 3.2 Previous local planning strategy(s)

Prior to the WAPC's endorsement of this document, the local planning strategy for the Town was the 2015 Local Planning Strategy (WAPC Ref: DP/12/00093). This was revoked on <<INSERT DATE>>.

**Table 12: Key changes from the former Strategy**

Former Strategy	Current Strategy
The Strategy provided for densities of R25 and greater in the more suburban areas of the district.	Provides for consolidation of intensification around the three railway stations, rather than throughout the more suburban areas of the district.
The Strategy provided for split residential density codes.	The Strategy does not provide for split residential density codes.
The Town Centre precinct was generally limited to Old Perth Road.	The Town Centre precinct has been expanded in accordance with the Town Centre Masterplan.

## 3.3 Local Planning Scheme

Local Planning Scheme No.10 was adopted on 24 June 2008 and is the primary document for controlling land use and development within the Town. A new Local Planning Scheme is being prepared to align with the Local Planning Strategy.

## 3.4 Other planning schemes

Town Planning Scheme No. 4A was gazetted on 20 January 1981 and is a Guided Development Scheme relating to Ashfield Flats, Bindaring/Pickering Park and a number of smaller areas in the district. It runs in parallel to Local Planning Scheme No. 10 and seeks to guide and facilitate the subdivision of vacant land parcels for residential development and to fund the acquisition of private land that is flood-prone, for the purposes of local open space.

There is scope, under a new Local Planning Scheme, to rationalise the proposed local open space reservations, so as to reduce the quantity of land to be acquired by the Town and in turn, the financial burden on the community. Any rationalisation could be offset against the reservation of currently-zoned land that is owned by the Town, and located such that it is of greater environmental value than the parcels that could potentially be rationalised. An action of this Strategy is to investigate such matters and to formalise any desired changes within a new Scheme.

### 3.5 Local Planning Policies

Local planning policies can be prepared by the Town in accordance with Division 2 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* in respect of a particular class or classes of matters specified in the policy; and may apply to the whole Scheme area or part of the Scheme area. An overview of the Town's local planning policies and implications for the Local Planning Strategy are provided in Table 13.

**Table 13: Local planning policies**

Name of Local Planning Policy	Date of Adoption/Last Amendment	Purpose of Local Planning Policy	Local Planning Strategy Implications and Responses
LPP 1 – Bassendean Town Centre Strategy and Guidelines	26 October 2016	To provide a framework for the assessment of applications within the Bassendean Town Centre.	This policy will be revoked and replaced by a Precinct Structure Plan for the Bassendean Town Centre.
LPP 2 – Energy Efficient Design	19 September 2019	To promote energy efficient design and provide design standards relating to energy efficiency when considering higher densities on land zoned with split density code under its Town Planning Scheme.	A recommended action of this Strategy is that this policy is revoked and replaced with a single "Sustainable Development" Policy
LPP 3 – Water Sensitive Design Policy	26 October 2016	To ensure water sensitive design best management practices are implemented for all new development proposals so as to minimise nutrient and other pollutants exported to the Swan-Canning Rivers.	A recommended action of this Strategy is that this policy is revoked and replaced with a single "Sustainable Development" Policy.
LPP 5 – Earlsferry House Design Guidelines	26 October 2016	To ensure development on the land adjacent to Earlsferry House is developed in such a manner as to maintain the historic character of the house.	This policy provides important development controls which remain necessary to ensure the protection of the Earlsferry House Heritage Place. The Strategy does not provide for any further intensification of development nearby.
LPP 6 – Industrial Development	27 October 2020	To provide a framework for the assessment of applications for industrial development and encouraging environmentally sustainable built form outcomes.	The Strategy provides for the continued use of zoned industrial land, noting its critical importance to business and the local economy. Accordingly, it is necessary that this policy continue to operate to guide development outcomes.

**Table 13: Local planning policies (continued)**

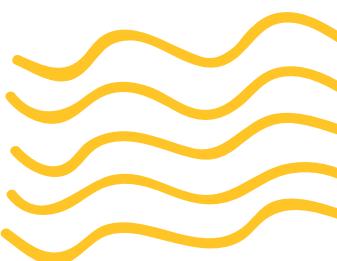
Name of Local Planning Policy	Date of Adoption/Last Amendment	Purpose of Local Planning Policy	Local Planning Strategy Implications and Responses
LPP 7 – Commercial and Mixed Use Development	24 November 2020	To provide a framework for the assessment of applications for commercial and mixed use development.	The Strategy contemplates the retention of land to be zoned for commercial purposes.
LPP 8 – Car Parking and End of Trip Facilities	25 May 2021	To provide the framework in which car parking ratios are to be applied, incentives to reduce car parking (where appropriate) and the provision of end of trip facilities. It is used to guide decision-making on applications which involve variations to the car parking standards under LPS 10.	Continued operation of the policy under the LPS 11 framework is envisaged.
LPP 9 – Design Review Panel Policy	23 June 2020	To improve the design quality and functionality of new development within the Town through independent expert advice.	Continued operation of the policy under the LPS 11 framework is envisaged and in accordance with guidance provided by State Planning Policy.
LPP 10 – Window Security for Non-Residential Property Facades	26 October 2016	To ensure the character and visual amenity of non-residential buildings is maintained and at the same time providing a level of security.	This policy will be revoked and replaced by a Precinct Structure Plan for the Bassendean Town Centre.
LPP 11 – Anzac Terrace Design Guidelines	28 July 2020	To guide built form development within the subdivision located at Anzac Terrace, Bassendean.	This policy provides development controls which remain necessary to ensure the protection of the streetscape and heritage features present in the Anzac Terrace locality. To preserve streetscape character the Strategy does not provide for any further intensification of development nearby.
LPP 12 – Residential Development and Fencing	2 November 2021 (Council) 7 December 2021 (WAPC)	To provide criteria for fences and development within the street setback area so as to ensure development preserves the character of the existing streetscape and is complementary and/or compatible with existing development.	The Strategy does not propose any change to the form or application of this local planning policy.



Name of Local Planning Policy	Date of Adoption/Last Amendment	Purpose of Local Planning Policy	Local Planning Strategy Implications and Responses
LPP 13 – Tree Retention and Provision	23 June 2020	To retain existing trees, increase canopy coverage and provide a framework for the retention and provision of trees on privately owned land.	The Strategy contemplates the provision of mechanisms for greater protection and retention of trees via appropriate Scheme provisions.
LPP 14 – Stormwater	27 May 2020	To outline information, construction and maintenance requirements for stormwater systems.	Continued operation of the policy under the LPS 11 framework is envisaged.
LPP 15 – Public Art	22 February 2022	To provide the criteria for the provision or contribution for public art.	Continued operation of the policy under the LPS 11 framework is envisaged.
LPP 16 – Advertising and Signage	22 June 2021	To provide the criteria for the erection, placement or display of advertisements.	Continued operation of the policy under the LPS 11 framework is envisaged.
LPP 17 – Home Based Businesses	27 October 2020	To provide guidance for the assessment of applications for home based businesses.	Continued operation of the policy under the LPS 11 framework is envisaged.
LPP 19 – Parking of Commercial Vehicles	23 February 2021	To provide guidance for the assessment and determination of applications for commercial vehicle parking.	Continued operation of the policy under the LPS 11 framework is envisaged.

## 3.6 Structure Plans

Structure plans (including standard structure plans and precinct structure plans) can be prepared in accordance with Division 2 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* for land within the Scheme area to provide the basis for zoning and subdivision of land. Precinct Structure Plans can also be used to inform built form outcomes and the design of public open spaces. An overview of the structure plan within the Town, and implications for the Local Planning Strategy are provided in Table 14.



**Table 14: Structure plans**

Name of Structure Plan	Date of WAPC Approval/Last Amendment	Purpose of Structure Plan	Mapping Reference	Local Planning Strategy Implications and Responses
Ashfield Gardens	20 September 2006	To guide the subdivision and development of the former Ashfield Tavern site.	N/A	Revoke the Structure Plan and normalise this area in the Local Planning Scheme as full build out has occurred.

### 3.7 Local Development Plans

Local development plans can be prepared in accordance with Division 2 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* for land within the Scheme area to provide guidance for future development in relation to site and development standards and any exemptions from the requirement to obtain development approval. An overview of the local development plans within the Town, and implications for the Local Planning Strategy are provided in Table 15.

**Table 15: Local development plans**

Name of Local Development Plan	Date of Approval/ Last Amendment	Purpose of Local Development Plan	Mapping Reference	Local Planning Strategy Implications and Responses
The Park Estate	25 May 2007	To provide built form guidance for development within the Park Estate, Bassendean.	N/A	Normalise this area in the new Local Planning Scheme as full build out has occurred.
Lot 3 Morley Drive, Eden Hill	28 November 2013	To provide built form guidance for development within the cell of former Lot 3 Morley Drive East, Eden Hill subdivision.	N/A	Normalise this area in the new Local Planning Scheme as full build out has occurred.

**... community engagement initiatives where local residents and stakeholders were able to share their ideas and have input into the development of a new vision ...**

## 3.8 Other relevant Strategies, Plans and Policies

**Table 16: Other relevant strategies, plans and policies**

Name of strategy, plan, policy	Date approved	Purpose	Local Planning Strategy Implications and Responses
BassenDream Our Future	October 2019	<p>BassenDream Our Future is the name of the Town's community engagement project, which concluded in September 2019. The implementation of BassenDream Our Future was managed by consultants Creating Communities with support from Collaborative Place Design. It comprised of multiple community engagement initiatives where local residents and stakeholders were able to share their ideas and have input into the development of a new vision for Ashfield, Bassendean and Eden Hill, to inform the new Local Planning Framework. In total, there were more than 3,000 individual interactions with community members and other stakeholders, and 1,281 feedback materials received (including postcards, poll and survey responses and feedback forms). These were gathered through a total of 21 engagement initiatives. The 3,000 individual interactions represents a meaningful proportion of the community that participated in establishing the future vision of the area.</p>	<p>Review and amend residential density to ensure they align with the outcomes of the State Planning Framework, involving the provision of higher residential densities in close proximity to the Bassendean and Success Hill railway stations and the Town Centre. Importantly, investigation of residential densities outside of those key nodes should be undertaken to support the preservation of local suburban character and provide greater opportunities for tree retention.</p>
Local Integrated Transport Plan	November 2019	<p>This document is a holistic, multi-modal and integrated study of the movement network internal to and influencing the district. It supports the preparation of this Local Planning Strategy as well as informing the planning of transit-oriented development around the three railway stations. It is also intended to be used as an important document to advocate for strategic priorities.</p>	<p>As is relevant to this Strategy, the Plan recommends that the Town “Investigate mixed-use redevelopment of the Bassendean park-and-ride site contingent on agreement with Public Transport Authority regarding possible reduction in park-and-ride demand associated with Morley-Ellenbrook.”</p> <p>Based on the above, the subject site has been included as part of the Bassendean Town Centre precinct, and will therefore be subject to a Precinct Structure Plan.</p>

**Table 16: Other relevant strategies, plans and policies (continued)**

Name of strategy, plan, policy	Date approved	Purpose	Local Planning Strategy Implications and Responses
Built Form and Character Study	May 2018	The document provides guidance on shaping Bassendean's future built environment. It catalogues the characteristics of buildings and places that are most valued and should be reflected in future development. It will be used to inform the new Local Planning Strategy, especially in respect of better understanding the elements that have helped shape the built form and character of Bassendean.	The Strategy recommends the review of the Town's Heritage List; building on the recent review of the Town's Municipal Heritage Inventory (Local Heritage Survey) and the establishment of three Heritage Areas (Kenny Street, Devon Road and Old Perth Road) and an associated local planning policy.
Local Economic Overview	March 2018	The document provides a profile of key demographic and economic characteristics of the Town to inform future planning and economic initiatives and to inform the Local Planning Strategy.	This Strategy recommends the retention of existing Commercial and Industrial zoned land in the new Local Planning Scheme to provide for local employment opportunities.
Rights of Way (ROW) Strategy	March 2022	The document guides the ongoing use and management of ROWs within the Town based on the size, condition, tenure, access arrangements, usage, service infrastructure and safety. It has been formulated with regard to the Town's vision to create a more sustainable community both in terms of housing diversity and asset management.	The Strategy recommends the development of a local planning policy which will, among other things, form the statutory basis for imposing conditions requiring financial contributions towards ROW upgrades at the subdivision/development stage.

Name of strategy, plan, policy	Date approved	Purpose	Local Planning Strategy Implications and Responses
Bassendean Town Centre Masterplan	November 2021	<p>In response to the community's strong desire for a more active and vibrant town centre (as conveyed through the 2019 Bassendean Our Future project as well as a subsequent community survey), in July 2020, the Town commenced the Town Centre Masterplan project; a community-informed planning exercise to demonstrate how the Town Centre could be transformed into a vibrant, connected and thriving place. It was also intended to generate excitement about what is possible in Bassendean, now and into the future and in turn, attract private sector and government investment.</p> <p>The three-stage engagement process involved the community, landowners, businesses and other key stakeholders in a collaborative approach to Town Centre revitalisation and activation.</p> <p>This engagement culminated in the preparation of a masterplan which was adopted by Council in November 2021. Appendix 4 provides a link to the masterplan.</p>	<p>The Masterplan is not a statutory tool used to facilitate and regulate development outcomes, but rather, an example of what the Town and community considers possible and desirable. It will be used to inform a future Precinct Structure Plan, as provided for by the Regulations and SPP 4.2.</p>





## 4. Local Government Profile

### 4.1 Demographic Profile and Population Forecast

#### 4.1.1 Demographic Profile

As identified in the 2016 Census, the population of the Town of Bassendean was 15,613 people, comprising marginally more females than males (50.8% and 49.2%, respectively). This has steadily increased from 13,305 in 2001 and increased slightly from 15,179 in 2011. The median age was 39. Children aged 0–14 years made up 17.9% of the population and people aged 65 years and over made up 15.8% of the population. The following table represents the change in median age within the Town, compared to Western Australia.

**Table 17: Age Categories – Town of Bassendean (2016 ABS)**

Age	2011				2016			
	Bassendean		WA		Bassendean		WA	
	No.	%	No.	%	No.	%	No.	%
0–4	986	6.50%	156,415	6.65%	1,076	6.89%	172,998	6.77%
5–9	830	5.47%	147,656	6.27%	967	6.19%	170,150	6.66%
10–14	817	5.38%	148,990	6.33%	792	5.07%	153,380	6.00%
15–19	901	5.94%	154,407	6.56%	852	5.46%	154,833	6.06%
20–24	1,086	7.15%	177,338	7.54%	887	5.68%	173,500	6.79%
25–29	1,088	7.17%	185,344	7.88%	1,128	7.22%	201,703	7.89%
30–34	1,107	7.29%	166,241	7.06%	1,289	8.26%	203,925	7.98%
35–39	1,194	7.87%	168,743	7.17%	1,152	7.38%	177,188	6.93%
40–44	1,081	7.12%	173,520	7.37%	1,149	7.36%	175,961	6.88%
45–49	1,074	7.08%	166,144	7.06%	1,106	7.08%	174,724	6.84%
50–54	1,049	6.91%	157,870	6.71%	1,016	6.51%	165,092	6.46%
55–59	987	6.50%	140,313	5.96%	964	6.17%	152,657	5.97%
60–64	861	5.67%	124,460	5.29%	857	5.49%	133,325	5.22%
65–69	576	3.79%	91,260	3.88%	761	4.87%	117,688	4.60%
70–74	499	3.29%	69,079	2.94%	531	3.40%	83,569	3.27%
75–79	457	3.01%	51,667	2.20%	431	2.76%	61,405	2.40%
80–84	308	2.03%	39,324	1.67%	325	2.08%	41,950	1.64%
85 +	278	1.83%	34,638	1.47%	330	2.11%	41,930	1.64%
All ages	15,179	—	2,353,409	—	15,613	—	2,555,978	—
Median age	38	—	36	—	39	—	36	—

The Town exhibits a population that is ageing faster than that of Western Australia as a whole, as shown above. Demographic changes within the local government area in the preceding 10 years of this Strategy will inform future planning for housing, community infrastructure, open space, service infrastructure, transport and the local economy. Of particular importance is the management of residential growth in such a manner that reflects market and demographic demand for housing within the town, whilst providing capacity for future population growth.

#### 4.1.2 Population Forecast

**Table 18: WA Tomorrow Population Forecast (DPLH 2016)**

Year	Band A	Band B	Band C	Band D	Band E
2016	15,555	15,555	15,555	15,555	15,555
2021	13,750	14,640	15,030	15,390	16,330
2026	13,110	14,220	14,660	15,110	16,260
2031	12,600	13,730	14,170	14,630	15,840

*Western Australia Tomorrow – Population Report No. 11 (2016 to 2031)* contains the latest population forecasts by age and sex, for Western Australia and its regions. They represent the official WA State Government forecasts to 2031. Using a series of simulations to estimate population growth over the period, it forecasts that the population of the Town in 2031 will be between 12,600 and 15,800, with the median growth scenario being a population of 14,170. This contrasts with the WAPC's 2018 *Central Sub-regional Planning Framework*, which estimates a total population of 24,300 within the Town by 2050.

Current population growth within the Town is consistent with Bands D and E of the WA Tomorrow population forecast.

Notwithstanding the above, the rate of population growth between now and 2031 will be dependent on external factors such as, but not limited to:

- The availability of funding from the Town, State Government and private sector to deliver transformational infrastructure to support a growing population;
- Market demand for residential development and the feasibility of development;
- Changes to international and inter-state migration patterns;
- Changes to birth and death rates;

- Employment opportunities and changes within the workforce;
- The development of and competition from other population centres within the Perth Metropolitan Area; and,
- The longer-term impacts of COVID-19.

Regular review and monitoring of strategy actions will ensure the Strategy is able to respond to changing circumstances as they unfold.

#### 4.1.3 Dwelling Yield Analysis

The *Central Sub-regional Planning Framework* requires each local government to meet an infill dwelling target of additional dwelling growth to 2050. The Town must accommodate an additional 4,150 new dwellings by 2050, increasing the population by 9,120 people.

The 2016 census concluded that there were 6,831 dwellings within the Town, which, in addition to the 271 dwellings provided from 1 January 2017 to 31 December 2021, has increased housing stock to 7,102 dwellings.

**Table 19: Details of new (additional) housing within the Town since 2011**

Year	New (additional) Dwellings	Total (new) Dwellings (post 2016 census)
2011	100	
2012	89	
2013	106	
2014	81	N/A
2015	110	
2016	107	
2017	76	76
2018	29	29
2019	35	35
2020	67	67
2021	64	64
<b>Total</b>	<b>864</b>	<b>271</b>

Based on the above, this Strategy is required to facilitate the provision of at least a further 3,286 dwellings so as to meet the target contained with the WAPC's *Central Sub-regional Planning Framework*.

#### 4.1.4 Estimated Dwelling Yields

Table 20 provides a projection of potential dwelling yields to 2050 in low, mid and high-growth scenarios, based on historical dwelling growth within the Town to date.

**Table 20: Estimated Dwelling Yield by Planning Area**

Estimated dwelling growth scenario		Planning Area	Low-growth	Mid-growth	High-growth
A	Bassendean District Activity Centre		1209	1692	2175
B	Ashfield District Activity Centre		299	418	537
C	Guildford Road Urban Corridor		86	120	155
D	Ivanhoe Street Urban Corridor – North		407	569	732
E	Ivanhoe Street Urban Corridor – South		84	118	151
F	Lord Street Urban Corridor		239	334	429
G	Bassendean – Eden Hill Coding Review		104	145	186
H	Bassendean – Ashfield Coding Review		422	591	760
I	Eden Hill Coding Review		40	56	72
Total			2,888	4,043	5,198

Assumptions:

- Low-growth = 50%, Mid-growth = 70%, High-growth = 90%
- No development would occur on sites that currently accommodate grouped dwellings
- The above figures do not account for corner lot opportunities.

The WAPC's Sub-Regional Framework establishes the district's dwelling yield target, which is for an additional 4,150 dwellings by 2050. Given that approximately 860 dwellings have already been created during the applicable period, a further 3,290 dwellings would need to be provided to ensure that the Town contributes its quota. The targets will be achieved in both the mid and high growth scenarios in alignment with Band D and E of the WA Tomorrow Population forecast.

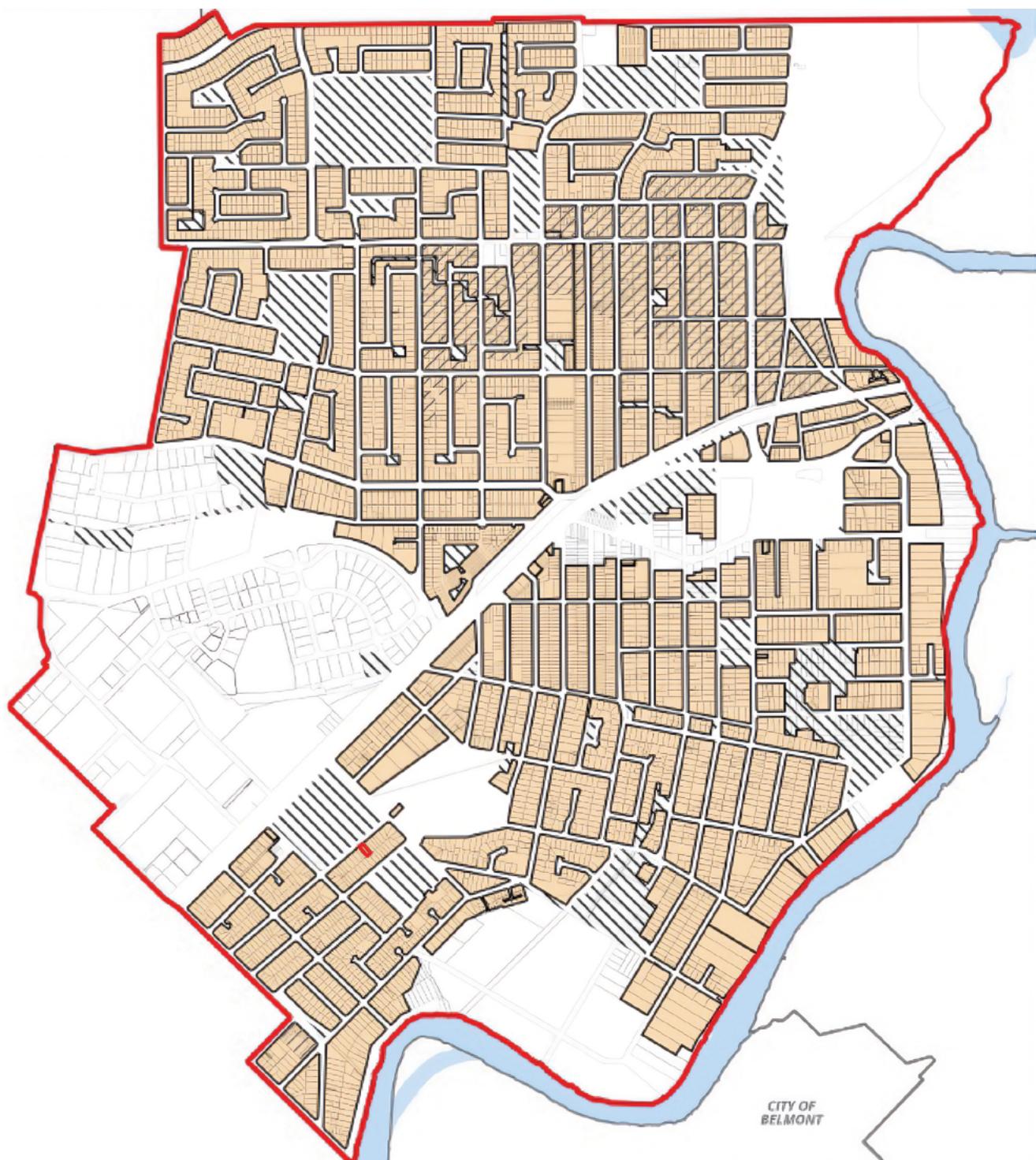


## 4.2 Community, Urban Growth and Settlement

### 4.2.1 Housing

#### Current Housing Stock

With the exception of the consolidated industrial area, and areas reserved for public purpose under the MRS, the vast majority of the district is residential, as illustrated in the following plan, which identifies the land zoned as such under LPS 10.



The varying densities prescribed by LPS 10 (map contained as Appendix 2) has resulted in infill development occurring in all suburbs.

**Table 21: Dwelling and Household Composition (ABS 2016)**

Dwelling Composition	Bassendean		WA	
	No.	%	No.	%
Separate House	4,649	79.02	685,824	79.12
Semi-detached, Row or Townhouse	979	16.64	122,560	14.13
Flat or Apartment	237	4.02	49,084	5.66
Other Dwelling	3	0.00	6,323	0.72
Total Dwellings	5,883	-	866,777	-

Household Composition	Bassendean		WA	
	No.	%	No.	%
Family Household	3,968	67.45	629,882	72.67
Lone-Person Household	1,687	28.67	204,202	23.56
Group Household	239	4.06	32,694	3.77
Total Households	5,883	-	866,777	-

The above shows that the dwelling composition of the Town's current housing stock is reflective of typical inner suburban ranges of dwelling types across the Perth Metropolitan Area. This largely reflects trends observed across the State as a whole, where the overwhelming majority of current housing stock consists of single homes. On average, the Town accommodates 2.4 persons per household. The Town has a higher proportion of lone-person and group households than the State as a whole, which may reflect a potential need for targeted infill development to encourage greater housing diversity, proposed to be addressed by the Strategy in accordance with the urban consolidation principles outlined under the frameworks.

The current housing stock largely defines the residential context of the district. The more suburban areas of the Town, north towards Eden Hill and south towards Ashfield, are still largely characterised by large blocks, mature tree canopy cover and a range of character dwellings listed on the Town's Local Heritage Survey. Whilst some infill grouped dwelling development has occurred, these areas are largely still single storey dwellings. Analysis of subdivision activity also identifies that despite having the ability to subdivide/develop in these locations, landowners have retained single dwellings on large blocks. The ongoing retention of these sites will enable the linking of private open spaces with regional and local parks and foreshore areas, which will conserve the biodiversity of these areas, and provide for the health and wellbeing of the community

in general. This is broadly consistent with the 'Green Network' urban consolidation principle contained within the *Central Sub-regional Planning Framework*.

One issue of note with the existing LPS 10 is the proliferation of split residential codings (including R20/30/60, R20/30/40, R20/40, R25/30 and R17.5/30), many of which are tied to the achievement of prescribed development standards, either within the Scheme and/or within associated local planning policies. Split residential density codings are no longer considered necessary and as such, the Strategy outlines actions to normalise split residential density codings.

As such, it is recommended that split residential coding be discontinued and that for all impacted areas, an assessment be undertaken, having regard to the principles of urban consolidation, as to the most appropriate single residential density code. Such an approach will still enable desirable development outcomes (by virtue of State Planning Policy 7.3 – Residential Design Codes) as well as the application of appropriate local planning policies. Based on the above, the relevant cells have been identified as a Planning Investigation Areas on the Strategy Map.

### Housing Location

The State Government's 2018 *Central Sub-regional Planning Framework* requires each local government to meet an infill dwelling target of additional dwelling growth to 2050. The Town must accommodate an additional

4,150 dwellings by 2050. It also provides that, where possible, these dwellings should be concentrated within and around activity centres, train stations and urban corridors (high frequency public transit routes) in a ‘connected city’ growth pattern in accordance with the spatial layout of the WAPC’s *Central Sub-regional Planning Framework* and the associated 10 principles of urban consolidation.

A key theme identified in BassenDream Our Future was the consolidation of density around railway stations and activity centres, and the retention of character in the suburbs. It is evident that the community has little appetite for any intensification being located more than 400m from the district’s three railway stations and/or Bassendean Town Centre. Providing targeted density increases around activity centres will ensure these urban consolidations areas have access to existing high-frequency public transport and will protect green spaces within the suburban areas of the Town. This approach specifically aims to minimise the impact of urban consolidation, in particular, infill development on existing suburbs, and retain the existing, valued, residential character and amenity; allowing the existing urban fabric in these locations to remain largely unchanged.

The Strategy has been developed to deliver a more consolidated urban form and achieve a more cost-effective urban structure that minimises environmental impacts. This is consistent with the ‘Protection’ urban consolidation principle contained within the WAPC’s *Central Sub-regional Planning Framework*, which in part seeks to protect and mitigate environmental values and promote development that contributes to maintaining air quality. Consolidation of density will ensure the landscape features such as mature vegetation and expansive vegetated verges in the more suburban areas of the district are protected; retaining the unique ‘sense of place’ and contributing to the comfort and appeal of accessing places by cycling and walking. This aligns with the ‘Green Network’ urban consolidation principle, and is further explained in the consolidated urban footprint section within this Strategy.

Suitable locations for increased density leverage on the existing public transport network within the established urban corridor of Old Perth Road and the Bassendean Town Centre Precinct. Increasing the density, within or on the high street of Old Perth Road, will suitably meet an additional theme from the community of revitalisation of the Old Perth Road Precinct. The Town also acknowledges that increasing density around the Station Precinct provides for differing dwelling typologies such as multiple dwellings, to

address housing choice and affordability. A limited extent of medium density will be retained within close proximity to the Bassendean Railway Station.

The feedback reviewed via BassenDream, and the connected city growth pattern from the *Central Sub-regional Planning Framework*, form the basis of areas identified for future dwelling growth and further planning investigation in the Local Planning Strategy.

## Housing Variety

When considering the variety of dwelling types within the Town, it is important to ensure a range of dwelling types can be accommodated in locations which can meet the forecasted changes to demographics. As noted by the Department’s Position Statement – Residential Accommodation for Ageing Persons, there is a forecasted doubling of the number of older (65+) Australians within the next 40 years. At a State level, WA Tomorrow forecasts an 86 per cent increase in people aged over 85 by 2031. At a local level, 15.8% of the population were aged over 65 years in 2016. Accordingly, the variety of dwellings within close proximity to infrastructure and services is a key consideration of this strategy for the Town moving forward. By providing increased dwelling variety, supported by planning instruments such as DesignWA, the Town can provide for a greater diversity in housing to cater for the ageing population as well as different housing types. This will also include a dwelling mix of multiple dwellings concentrated within the Town Centre.

In addition, the Town will investigate alternative housing models and the ability to provide for additional aged accommodation, such as independent living complexes.

The Strategy seeks to create a more consolidated urban form and development within the district by reducing the provision of medium density grouped dwelling style developments within the more suburban areas of the Town, and instead providing high density development around the three railway stations. This will strengthen key employment centres, including activity centres to meet the future needs of commerce and the community.

Whilst it is acknowledged that the draft Medium Density Codes will address a number of concerns with the design of medium density development, there are numerous examples where infill developments have been designed inappropriately and compromised the existing residential character within the Town. High quality built form outcomes that contribute to the existing character of the district is critical in ensuring increased density is supported by the community. Design review has consistently

been shown to improve the design quality of built outcomes and reduce project costs via shortened design development stages and expedited development application approvals. As such, the inclusion of new Scheme provisions supporting the establishment and ongoing operation of a local Design Review Panel is recommended, consistent with State Planning Policy 7.0 – Design of the Built Environment.

Additionally, it is also acknowledged that the Town is unique insofar that it maintains large riverside precincts, with housing variety generally including large residential dwellings on large residential land. This is a point of difference between the Town's built form to other local government areas, which is integral to the character of the Town and is therefore important in maintaining.

### **Consolidated Urban Footprint**

Built form and streetscape character reflects the dynamic relationship between built form and its setting. It includes key elements in both the public and private land, and it is a combination of these elements that makes an area unique. Built form elements and control makes up only part of the character of a streetscape, with verge treatments, roads and street trees making up a key component of the Town's existing enviable 'village' character.

Maximising opportunities for infill developments are critical in delivering a compact urban form and as such, it is recommended that existing LPS 10 provisions that support the subdivision/development of corner lots at a higher density where the land is coded between R10 and R35, consistent with Development Control Policy 2.2 – Residential Subdivision, be retained. This will facilitate both infill development and improved streetscape outcomes, without compromising the existing character of the local area.

Additional elements such as public art from larger development sites, pedestrian access ways, bulk, scale, materials and setbacks also make up the tapestry of the streetscape. The Town will continue to apply State Planning Policy 7.3 – Residential Design Codes, with respect to addressing issues related to bulk, scale, materiality and setbacks. An action of this Strategy is also to investigate the existing pedestrian accessways throughout the Town, with a view to preparing a local planning policy, which will address matters relating to passive surveillance and materiality for those developments abutting pedestrian access ways.

Acknowledging the current measures in place under State Planning Policy 7.3 (Design WA – Apartments) and foreshadowed future controls

surrounding medium density development, there is a clear desire from Bassendean Our Future respondents to allow for moderate density increases. Increased density needs to be balanced against the desire for adequate and suitable open space and tree preservation.

### **4.2.2 Built Form and Character**

The Town of Bassendean contains a number of sites with identified aboriginal and colonial heritage value, some of which have been recognised by the Town's existing Local Heritage Survey. In addition to the individual sites with formal heritage status, the Town recognises the value of its existing neighbourhood character, which is defined by SPP 3.5 as being "identified by built form and age, topography, open space, streetscape, land use and activity, and all areas exhibit some form of urban character". This Strategy seeks to recognise the existing characteristics, heritage and landscape values of the locality along with the drivers for change around built form, housing, and employment opportunities.

To inform the review of the Local Planning Strategy, in 2018, the Town commissioned the Built Form and Character Study to identify and understand the various Character Areas that exist within the Town of Bassendean. The study is contained as Appendix 3 and identified 26 notional character areas; all of which broadly fall within one of four following categories.

#### **Village**

The 'Village' is one of most significant character areas within the Town often referred to by respondents of the Town's Bassendean Our Future visioning project. The Village is consistent in its dwelling typology, particularly south of Guildford Road, as it contains smaller lots with heritage and older dwelling features such as face brick, weatherboard and timber features, many with original roofing of corrugated steel or terracotta tiles. Most of the Town's recognised heritage dwellings and streetscapes are within this area.

As previously advised, the Town will prepare a local planning policy(s) for specific design elements related to character conservation, which has been included as an action within this Strategy.

The Town will also prepare a Precinct Structure Plan for the Bassendean Town Centre, which encompasses portions of 'the village'. This area also contains the Town's 'high street' of Old Perth Road, which acts as the main commercial strip of the Town. Further north, the lot sizes increase with a greater tendency for more post war development occurring and design features to match. With the exception of limited newer

development, this area comprises modest three bedroom dwellings and some post-2000s apartment living.

## Riverfront

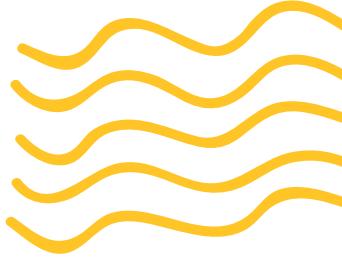
This group of housing typologies varies significantly in scale and form. The lot sizes for these dwellings are comparatively large and vary in topography due to the natural slope to the riverside. Whilst the built form on the northern section, closest to the neighbouring suburb of Guildford, contains some older, significant, turn of the century dwellings, there is no distinct or consistent built form along the entire riverfront. Materials and finishes range from face brick, timber and stone in the more traditional style through to contemporary designs of rendered brick and corrugated steel roofing. The common theme is the large lot sizes, which enjoy close proximity to district and regional levels of open space.

The primary issues or threats to this grouped character area includes the lack of sympathetic development (where development has heritage value, closer to Guildford) and the reduction in areas of soft landscaping and/or loss of vegetation. The loss of the open streetscape is also cited as an issue within some parts of this character area due to the increasing number of dwellings with front boundary fencing. Should these areas be redeveloped in future, the Town will ensure the application of State Planning Policy 7.3 – Residential Design Codes and Local Planning Policy No. 12, to reduce the dominance of garages and ensure the provision of landscaped areas for tree provision. Otherwise, there is no pressing need for a Strategy response.

## Post-1970s development

This area is predominantly located to the north west of the Town, with some limited extent of development to the south of the Bassendean Town Centre towards Ashfield. Double brown brick and concrete or terracotta roof tiles on low-pitched hip and gabled roofs are the typical built form of the era. The majority of dwellings enjoy larger lot sizes than that of the typical ‘Village’ character area. The key themes of this area, with some limited exception, is large and open street setback areas with parkland dispersed throughout the area.

The primary issues evident within this character area is the loss/removal of trees as well as period replication of character dwellings. Additionally, the loss of an open streetscape with the introduction of inconsistent fencing, lack of soft landscaping, buildings on the boundary and dominant vehicle parking structures also influence the evolving character of this area.



Given the geographic location of this area (being outside the core intensification and investigation areas of this strategy), there is unlikely to be a major change to the housing stock beyond isolated replacement of existing single houses. In those instances, the Town will ensure the application of State Planning Policy 7.3 – Residential Design Codes and Local Planning Policy No. 12, to reduce the dominance of garages and ensure the provision of landscaped areas for tree provision.

## Small lot post-2000s development

This style generally includes contemporary dwelling designs with materials consisting of face brick and render with corrugated steel or concrete tile roof finishes. The predominant size of these dwellings are three or four bedrooms with two bathrooms and an enclosed garage. This character is primarily evident within the larger contemporary sites of the ‘Austral Subdivision’, which straddles the Bassendean Railway Station to the immediate north and west as well as the ‘Lot 3 Morley Drive East, Eden Hill’ subdivision.

The primary issues impacting this character area include enclosed primary streetscapes, visually dominant garages as well as reduced or non-existent areas for tree canopy retention or areas for soft landscaping. This area is also significantly encumbered by a lack of clear building design elements, which link to the Town’s core characteristics.

Of the four groups, the riverfront and village character areas are distinct and central to Bassendean’s identity. Fundamental to these areas are consistent materials, connection and proximity to the Swan River, a low dominance of car parking structures on the streetscape, mature trees, retention of significant building fabric and modest workers cottages.

In response, the Strategy recommends that the Town pursue Scheme provisions to facilitate the protection and retention of existing, mature, vegetation. It should be noted that the concepts of heritage and character are intrinsically linked and the stated action is in addition to other actions contained in the following Section 4.2.3 (Cultural Heritage).

### 4.2.3 Cultural Heritage

Cultural diversity and migration have made a strong and positive contribution to the Perth and Peel regions' continued prosperity. Council has acknowledged the importance of history and heritage in its Strategic Community Plan 2020-2030, which seeks to create a community closely connected to its history and heritage and ensure heritage locations and buildings of historical value within the Town are recognised, cared for and utilised by the community.

The Department of Planning, Lands and Heritage Aboriginal Heritage Inquiry System confirms that there are nine registered Aboriginal sites within the Town, ranging from meeting places to sites of mythological significance. All sites are on existing reserved land and therefore there are no implications for these sites as part of this Strategy.

In respect to built form heritage, the Town has a significant number of historical buildings and landscapes that needs to be preserved for future generations, given they reflect the history and character of the locality. These heritage places provide a tangible link with the past and can give the community a strong sense of place.

Through BassenDream Our Future, respondents expressed a desire to protect Aboriginal and European heritage and neighbourhood character within the Town, particularly heritage protection in the face of increased density and infill development. Acknowledging this rich history within areas within close proximity to the Town Centre and the potential for redevelopment of these areas, a key recommendation of the strategy is the review of the Town's Heritage List; building on the recent review of the Town's Municipal Heritage Inventory (Local Heritage Survey) and the establishment of three Heritage Areas (Kenny Street, Devon Road and Old Perth Road) and an associated local planning policy, under the *Planning and Development (Local Planning Schemes) Regulations 2015*.



**...there are nine registered Aboriginal sites within the Town, ranging from meeting places to sites of mythological significance...**

**Table 22: The Town contains the following Heritage sites**

No.	Site	Description	Significance
2	16 Anstey Road, Bassendean	Holmehouse	Category 1
37	7 Daylesford Road, Bassendean	Daylesford	Category 1
55	1 Earlsferry Court, Bassendean	Earlsferry	Category 1
62	Guildford Road, Bassendean	Guildford Road Bridge	Category 1
161	1 Old Perth Road, Bassendean	Padbury's Buildings	Category 1
172	140 Old Perth Road, Bassendean	Bassendean Oval Entrance Gate	Category 1
173	140 Old Perth Road, Bassendean	Bassendean Oval	Category 1
174	140 Old Perth Road, Bassendean	MacDonald Grandstand	Category 1
175	140 Old Perth Road, Bassendean	Bassendean Oval Grandstand	Category 1
177	10 Parker Street, Bassendean	Bassendean Fire Station	Category 1
204	1 River Street, Bassendean	Success Hill Lodge	Category 1
215	1 Surrey Street, Bassendean	Pensioner Guard Cottage	Category 1
218	Surrey Street and North Road, Bassendean	Town Pillar Box	Category 1
276	25 Wilson Street, Bassendean	Bassendean Masonic Lodge (fmr)	Category 1
5	34 Anzac Terrace, Bassendean	Success Store (fmr)	Category 2
16	2 Barton Parade, Bassendean	House No. 2	Category 2
17	6 Barton Parade, Bassendean	House No. 6	Category 2
21	Bassendean Parade, Bassendean	Pickering Park and Bindaring Park	Category 2
33	9 Brook Street, Bassendean	House No. 9	Category 2
34	8 Carnegie Road, Bassendean	House No. 8	Category 2
38	1-50 Devon Road, Bassendean	Devon Road Precinct	Category 2
59	60 Eileen Street, Bassendean	House No. 60	Category 2
67	173 Guildford Road, Bassendean	House No. 173	Category 2
71	83 Ida Street, Eden Hill	House No. 83	Category 2
72	85 Ida Street, Eden Hill	House No. 85	Category 2
83	83 Ivanhoe Street, Eden Hill	Eden Hill Primary School	Category 2
84	4 James Street, Bassendean	St Michael's School	Category 2
85	13 James Street, Bassendean	House and Shop	Category 2
94	1 Kathleen Street, Bassendean	House No. 1	Category 2
108	20 Kenny Street, Bassendean	House No. 20	Category 2
144	1 North Road, Bassendean	House No. 1	Category 2
149	27 North Road, Bassendean	House No. 27	Category 2
151	32 North Road, Bassendean	House No. 32	Category 2
152	40 North Road, Bassendean	House No. 40	Category 2
153	41 North Road, Bassendean	House No. 41	Category 2
156	93 North Road, Bassendean	House No. 93	Category 2
162	1-42 Old Perth Road, Bassendean	Old Perth Road Commercial Precinct	Category 2

**Table 22: The Town contains the following Heritage sites (continued)**

No.	Site	Description	Significance
163	25 Old Perth Road, Bassendean	Bassendean Hotel	Category 2
164	31 Old Perth Road, Bassendean	Bassendean Post Office (fmr)	Category 2
165	43 Old Perth Road, Bassendean	Commercial Premises	Category 2
166	45-51 Old Perth Road, Bassendean	Hyde Buildings	Category 2
168	77-83 Old Perth Road, Bassendean	Shops	Category 2
189	1 Parnell Parade, Bassendean	House No. 1	Category 2
191	1 Prowse Street, Bassendean	House No. 1	Category 2
207	21 Rosetta Street, Bassendean	House No. 21	Category 2
212	Seventh Avenue, Bassendean	Success Hill Reserve	Category 2
221	8 Thompson Road, Bassendean	House No. 8 and Moreton Bay Fig Tree	Category 2
243	70 West Road, Bassendean	Bassendean Primary School	Category 2
250	122 West Road, Bassendean	House No. 122 (The Bakehouse)	Category 2
251	147 West Road, Bassendean	Winery (fmr)	Category 2
254	168 West Road, Bassendean	House No. 168 and Gardens	Category 2
256	10 Whitfield Street, Bassendean	Bassendean Croquet Club (fmr)	Category 2
264	62 Whitfield Street, Bassendean	Smallman Furniture Manufacture	Category 2
270	Wilson Street and Guildford Road, Bassendean	Bassendean Improvement Committee Reserve	Category 2
271	Wilson Street and Guildford Road, Bassendean	Bassendean War Memorial	Category 2
272	2 Wilson Street, Bassendean	St Mark the Evangelist Church	Category 2
273	4 Wilson Street, Bassendean	Anglican Rectory (fmr)	Category 2



Category 1 places are considered to have exceptional significance and are essential to the heritage of the locality. These places are a rare or outstanding example of a heritage place and are recommended for inclusion on the State Register of Heritage Places.

Category 2 places are considered very important to the heritage of the locality. They display a high degree of integrity and authenticity, and conservation of the place is highly desirable.



#### 4.2.4 Activity Centres

Activity centres are a key focal point for commercial and social activity and service delivery to residents, as well as a major driver of new jobs located within communities where people live.

The Town accommodates two designated district level centres under the *Central Sub-regional Framework* (Bassendean and Ashfield District Centres) and both of these centres will need to build on existing infrastructure, such as the established road network, community facilities and larger retail offerings to leverage community use and job creation. Both centres play a significant role in employment and entertainment opportunities, however, are currently lacking in respect to alternative and varied forms of housing. This Strategy seeks to build on the existing centres to increase the available housing and future population increases, to not only support the centres but to also deliver connected and sustainability places for future generations. Both centres will require a Precinct Structure Plan in accordance with State Planning Policy 4.2, with such plans to appropriately provide for the orderly and coordinated development (including residential and mixed use development) and subdivision of and within the cells.

For the Bassendean Town Centre, it is envisaged that the Plan would Align with Planning Area A on the Strategy Map, and address the following:

- Significantly increased residential densities within the three “frame” areas surrounding the core of Old Perth Road. Given the locations relative to existing railway stations and the commercial centre, it is anticipated that residential densities will be increased to between R60 and R160, in accordance with the relevant principles of urban consolidation.
- Investigating potential service issues that could act as a constraint to future development, particularly in relation to on-site drainage and the capacity within the Town’s existing stormwater infrastructure to accommodate off-site connections. Existing drainage systems may be modified to incorporate best practice for water-sensitive design and nutrient management.
- Advocating for intense redevelopment opportunities for a number of Crown land parcels, including the underutilised Wilson Street carpark (Park Lane Reserve) site (on the corner of Guildford Road and Wilson Street). With access to public transport and to support the economic growth of the Town Centre, the redevelopment of these sites is seen to be a catalyst for additional foot traffic and vibrancy to the Town Centre.

For the Ashfield Centre, it is envisaged that the Plan would Align with Planning Area B – Ashfield District Activity Centre on the Strategy Map, and address the following:

- Significantly increased residential densities within the cell. Given the locations relative to existing railway station and the commercial centre, it is anticipated that residential densities will be increased to between R40 and R100, in accordance with the relevant principles of urban consolidation.
- Development controls, particularly in relation to the built form outcomes around Ashfield Reserve.
- Investigating potential service issues that could act as a constraint to future development, particularly in relation to on-site drainage and the capacity within the Town’s existing stormwater infrastructure to accommodate off-site connections. Existing drainage systems may be modified to incorporate best practice for water-sensitive design and nutrient management.

It is noted that the precinct, as designated on the Strategy Map, differs from the Sub-Regional Framework. This is due to the framework being based on the Commission’s 2010 ‘Ashfield Precinct Plan’, which was predicated upon several significant infrastructure changes, including the realignment of Guildford Road (generally along Railway Parade), the relocation of Ashfield Railway Station further south-west and the sinking of the railway line. The Department has since advised that that Plan is no longer applicable, and as a result, the requisite Precinct Structure Plan will be focused further north-west, centred around the existing railway station, and will exclude land that is reserved as Industrial under the MRS (north of the railway line) and Ashfield Reserve (south of the line).

More broadly, the Town recognises need to provide a hierarchy and network of activity centres that meets community needs, as well as providing social, economic and environmental benefits. To facilitate the range of land uses typical of high performing activity centres and to provide for integrated development opportunities, it is important to have a range of appropriate mixed use zones (specifically, mixed use, local centre and district centre zones), zone objectives and associated land use permissibility within the Scheme. It is therefore recommended that those elements be included in LPS 11.



#### 4.2.5 Public Open Space

The *Central Sub-regional Planning Framework* sets out the ‘Green Network’ urban consolidation principle which aims for the preservation and enhancement of the green network, sport and recreation areas and facilities for active open space to support the health and wellbeing of the community.

The provision of recreation opportunities and open space is a key requirement of urban planning. In providing and managing these areas, local governments assist in increasing physical activity, promoting social inclusion and providing an important landscape in built up areas. The Town’s existing parks and reserves are at the core of the Town’s community, providing an attractive area for people to connect, recreate and enjoy.

The Town accommodates over 40 areas of open space; comprised of a mix of regional open space (reserved as Parks and Recreation under the Metropolitan Region Scheme) and small, local, neighbourhood and district spaces, as classified under the Department of Local Government, Sport and Cultural Industries’ *Classification Framework for Public Open Space*.

A list of the open spaces and an associated location plan follow.

**Table 23: Town of Bassendean Public Open Spaces**

Ref	Reserve Name	Hierarchy Class.	Function
<b>ASHFIELD</b>			
A1	Ashfield Reserve	District	Sport
A2	Gary Blanch Reserve	Small	Recreation
<b>BASSENDEAN</b>			
B1	Bindaring Park (and surrounds)	District	Nature
B2	Iveson Place Reserve (and surrounds)	District	Nature
B3	BIC Reserve	District	Recreation
B4	Broadway Arboretum	Neighbourhood	Nature
B5	Culworth/Mickleton Reserve	Neighbourhood	Recreation
B6	Park Estate Reserve (Prospectus Loop POS)	Local	Recreation
B7	Palmerston Square Park	Local	Recreation
B8	Troy Street Reserve	Local	Recreation
B9	Anzac Terrace Reserve	Local	Recreation
B10	BIC Reserve North	Local	Nature
B11	Kelly Park	Small	Recreation
B12	Parmelia Way Reserve	Small	Recreation
B13	Third Avenue Public Open Space	Small	Recreation
B14	Carman Way Reserve	Small	Recreation
B15	Hatton Court Reserve (Pinzone Park)	Small	Recreation

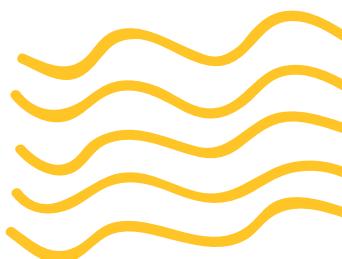
Ref	Reserve Name	Hierarchy Class.	Function
B16	May Holman Reserve	Small	Recreation
B17	Bridson/Elder Reserve	Small	Recreation
B18	Freiberg Reserve	Small	Recreation
B19	Abell Reserve (Clarke Way Reserve)	Small	Recreation
B20	Hamilton Street Reserve North	Small	Recreation
B21	Surrey Street Public Open Space	Small	Recreation
B22	Link Park	Small	Recreation
B23	Christie Park	Small	Recreation
B24	Calnon Street Public Open Space	Small	Recreation
B25	Watson Street Public Open Space	Small	Recreation

#### EDEN HILL

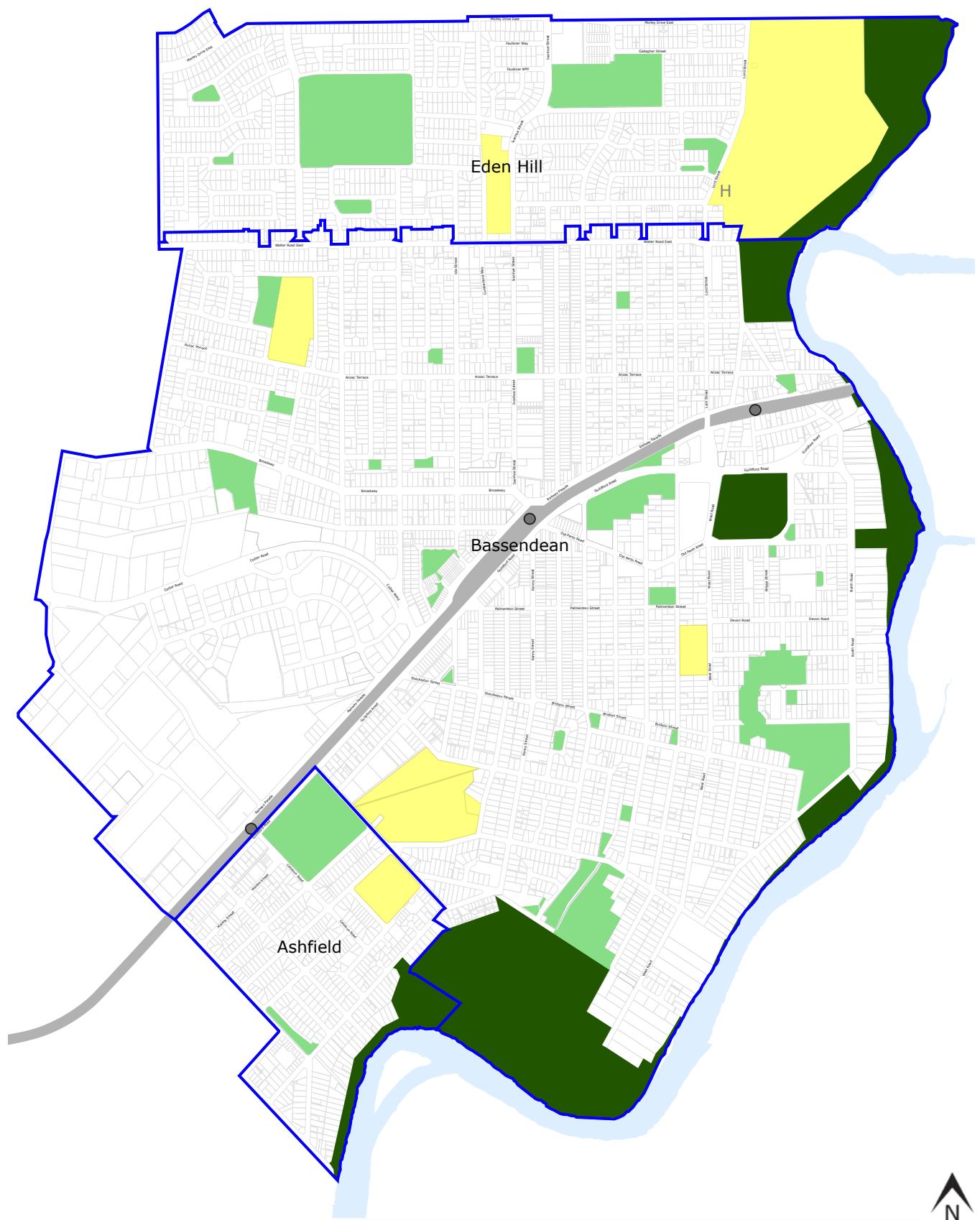
E1	Jubilee Reserve	District	Sport
E2	Mary Crescent Reserve	District	Recreation
E3	Lord/ Schofield Reserve	Neighbourhood	Recreation
E4	Padbury Way Reserve	Local	Recreation
E5	Freeland Square	Local	Recreation
E6	Colin Smith Reserve	Small	Recreation
E7	Bradshaw Reserve	Small	Recreation
E8	Padbury Place Public Open Space	Small	Recreation

#### REGIONAL

R1	Ashfield Flats	MRS Regional	Nature
R2	Ashfield Parade Reserve	MRS Regional	Nature
R3	Bassendean Oval	MRS Regional	Sport
R4	Pickering Park	MRS Regional	Recreation
R5	Point Reserve	MRS Regional	Recreation
R6	Sandy Beach Reserve	MRS Regional	Recreation
R7	Success Hill Reserve	MRS Regional	Recreation



## Locations of Public Open Spaces



In 1955, the State government adopted the *Plan for the Metropolitan Region Perth and Fremantle* (Stephenson-Hepburn Plan). This established a number of recommendations for the provision of POS, including that developers set aside 10% of the subdivisional area for public recreation, which would ultimately be managed by the relevant local government. The 10% requirement was eventually formalised via the Western Australian Planning Commission's *Development Control Policy DC 2.3 – Public Open Space in Residential Areas*.

The table below illustrates the current provision of POS (excluding Regional Open Space) within the Town, relative to quantity of residential zoned land in each suburb.

**Table 24: Current provision of POS (excluding Regional Open Space) within the Town, relative to quantity of residential zoned land in each suburb**

Suburb	Total POS and Regional Open Space (ROS)	Total POS	Gross Subdivisible Area	POS @ 10% GSA	Current percentage of POS
Ashfield	14.22ha	8.07ha	60.04 ha	6.0 ha	13.44%
Bassendean	94.44 ha	32.71ha	406.81ha	40.68 ha	8.04%
Eden Hill	37.81ha	22.08 ha	154.23ha	15.42 ha	14.31%

As demonstrated above, Ashfield and Eden Hill satisfy the requisite 10%, with Bassendean having less than 10% POS. That being the case, this Strategy recommends securing additional areas of open space, to ensure that it achieves the State Government's open space target. Given the infill nature of subdivision activity within the Town (meaning that the Town has little genuine prospect of obtaining additional land for POS via subdivision activity), it is envisaged that this increase will be achieved by:

- acquisition of land within the TPS 4A area that is reserved as open space under the Local Planning Scheme;
- reserving select land parcels (which are owned by the Town in fee simple) as POS under the Local Planning Scheme;
- closing redundant portions of road reserves that can be incorporated into abutting POS;
- the proactive purchase of appropriate residential lots for conversion to POS.
- the identification of Living Streams (a project being pursued in collaboration with the Water Corporation) as POS, both for the purposes of the Scheme map, as well as the assessment of the quantity of POS within the district.

The Town has undertaken a preliminary evaluation of the current POS provision in terms of its quality; measured based upon design, functionality, infrastructure provision, accessibility, surveillance and maintenance standard.

The findings of the assessment revealed an overall underperformance in the quality of POS throughout the Town. The key areas of concern included functionality, with lack of infrastructure constraining sports and recreation usages. Some POS had infrastructure, however displayed signs of ageing and degradation, indicating a maintenance issue. POS with infrastructure also somewhat lacked co-located safety infrastructure including lighting and shading. This issue was exacerbated by a lack of passive surveillance.

This deficiency in quality can be addressed, but requires meaningful financial resources. Therefore, the Strategy recommends the preparation of a public open space needs assessment to determine the standard, distribution and any deficiencies of the Town's public open space network in accordance with the Department of Local Government, Sport and Cultural Industries *Classification Framework for Public Open Space*. This information will be prepared in support for the requirement of a cash-in-lieu POS contribution to be made in accordance with the valuation provisions outlined in the *Planning and Development Act 2005* and Development Control Policy 2.3 – Public Open Space in Residential Areas.

## 4.2.6 Hazards

### Bushfire

Whilst not as prominent within the Town as other districts, there are some areas designated as bushfire prone and therefore subject to the requirements of State Planning Policy 3.7 – Planning in Bushfire Areas. These areas are restricted to areas to the east of Lord Street, the Bindaring natural wetland (located approximately 400m to the southeast of the Bassendean Town Centre Precinct) as well surrounding the Ashfield Flats.

The Policy applies to land which has been designated as bushfire prone by the Fire and Emergency Services Commissioner as highlighted on the Map of Bushfire Prone Areas or land otherwise identified in the guidelines that accompany the policy. The Map of Bushfire Prone Areas is given statutory effect through and amendment to the *Fire and Emergency Services Act 1998* and is as an additional overlaid control, meaning local governments are not required to adopt the map or provisions into their Local Planning Scheme. To align with the ‘Protection’ urban consolidation principle contained within *Central Sub-regional Planning Framework*, the investigations associated with Planning Area F will need to consider bushfire risk and it may be that that cell is not subject to significant increases in density for that reason.

### Flood

Portions of the Town (predominately south of Guildford Road) are considered to be part of the Swan River floodway and floodplain, as evaluated by the Department of Water and Environmental Regulation. The Department’s Floodplain Mapping Tool (which details the areas subject to flooding) is updated from time to time.

Subdivision and development of lots within flood affected areas is limited and not proposed to change under this Strategy, consistent with the presumption against any further intensification as is broadly provided for by draft State Planning Policy 2.9 – Planning for Water. Notwithstanding, further investigation may be considered for the long-term planning and control of those areas affected by flooding. Investigating the inclusion of Special Control Areas and associated provisions in the Scheme may be one such means of ensuring the ongoing protection of property and infrastructure within flood affected areas. This is represented as an action in Part 1 of the Strategy.



**...further investigation may be considered for the long-term planning and control of those areas affected by flooding...**

## 4.3 Economy and Employment

### 4.3.1 Activity Centres

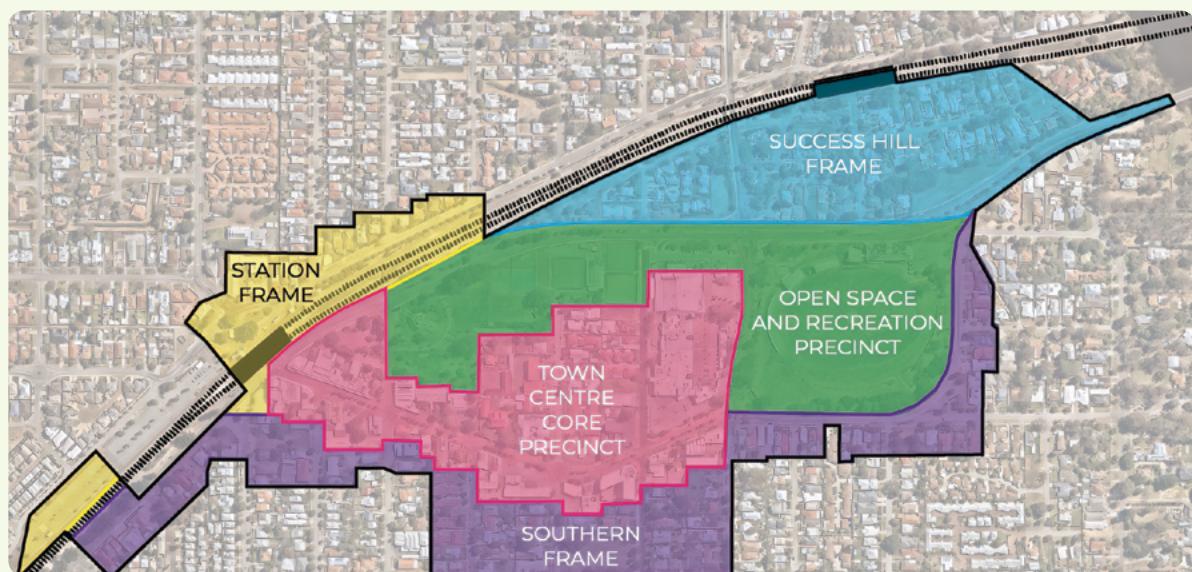
#### Bassendean District Centre

The Bassendean Town Centre represents the major retail and commercial hub of the municipality. In the hierarchy of commercial centres, Bassendean Town Centre functions as a district centre, with regional shopping centres at nearby Morley and Midland. It is characterised by retail, commercial and civic uses extending along some 800 metres of Old Perth Road, generally confined to the “Town Centre Core Precinct”, as identified below.

The Sub-Regional framework identifies the centre as being a District centre precinct, which therefore requires the preparation of a Precinct Structure Plan.

This Strategy recommends that such a Plan be prepared.

In addition to the matters noted earlier, it is envisaged that the Plan would involve a review of the extent of commercial and mixed use development opportunities within the cell (particularly on the south side of Old Perth Road), with a view to focusing such opportunities to the “Town Centre Core Precinct” and “Station Frame”, rather than spreading into the other peripheral frame areas. This will likely require a retail needs/sustainability assessment to ensure the provision of an appropriate quantity of retail floorspace.

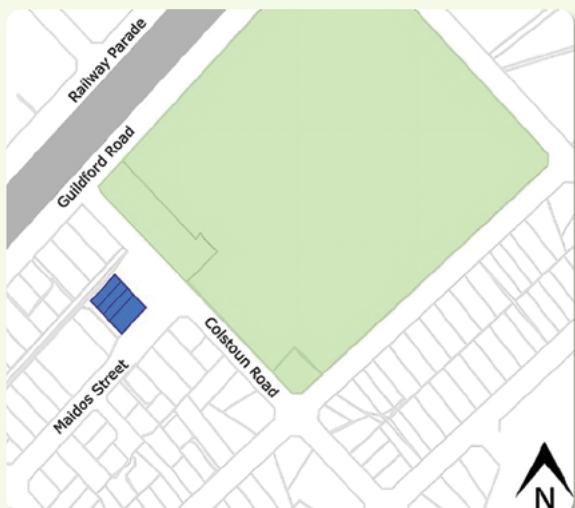


## Ashfield District Centre

The centre includes four commercial tenancies with some multiple dwellings located above the commercial land uses. Located close to the Ashfield Train Station and Ashfield reserve, with a medium sized public carpark servicing the commercial activities, the centre presents as largely underused with enviable public transport and public open space access. The land immediately abutting the centre is predominately zoned Residential, however some commercial activity is seen towards Guildford Road.

The Sub-Regional framework identifies the centre as being part of a broader District centre precinct, which therefore requires the preparation of a Precinct Structure Plan. This Strategy recommends that such a Plan be prepared.

In addition to the matters noted earlier, it is envisaged that the Plan would involve a review of the extent of commercial and mixed use development opportunities



within the cell, with a view to focusing such opportunities to area centres around the intersection of Colstoun Road and Maidos Street, rather than spreading into the other peripheral frame areas. This will likely require a retail needs/sustainability assessment to ensure the provision of an appropriate quantity of retail floorspace.

## Eden Hill Centre

The Eden Hill centre, located on the corners of Morley Drive East and Ivanhoe Street, is currently zoned Local Shopping under LPS 10 but is currently vacant; having previously accommodated a shopping centre and later, a Place of Worship.

Whilst currently inactive (with the only structure on site being vacant and derelict), the lot represents a potentially

significant mixed use opportunity in the northern part of the district. Whilst the normal development assessment process will ensure the improvement of amenity and services of the precinct and facilitate integration with medium density housing development, this Strategy simply recommends that the sites be rezoned to Local Centre in accordance with the *Planning and Development (Local Planning Schemes) Regulation 2015*.



## Ida Street/Walter Road East Shopping Precinct

The Ida Street/Walter Road East local shopping precinct represents a comparatively medium sized local shopping area. As the precinct is split in two by Walter Road East, (and is somewhat disjointed as a consequence of this) the majority of economic activity occurs on the lots south of Walter Road East.

Redevelopment on the two northern lots is somewhat hindered by:

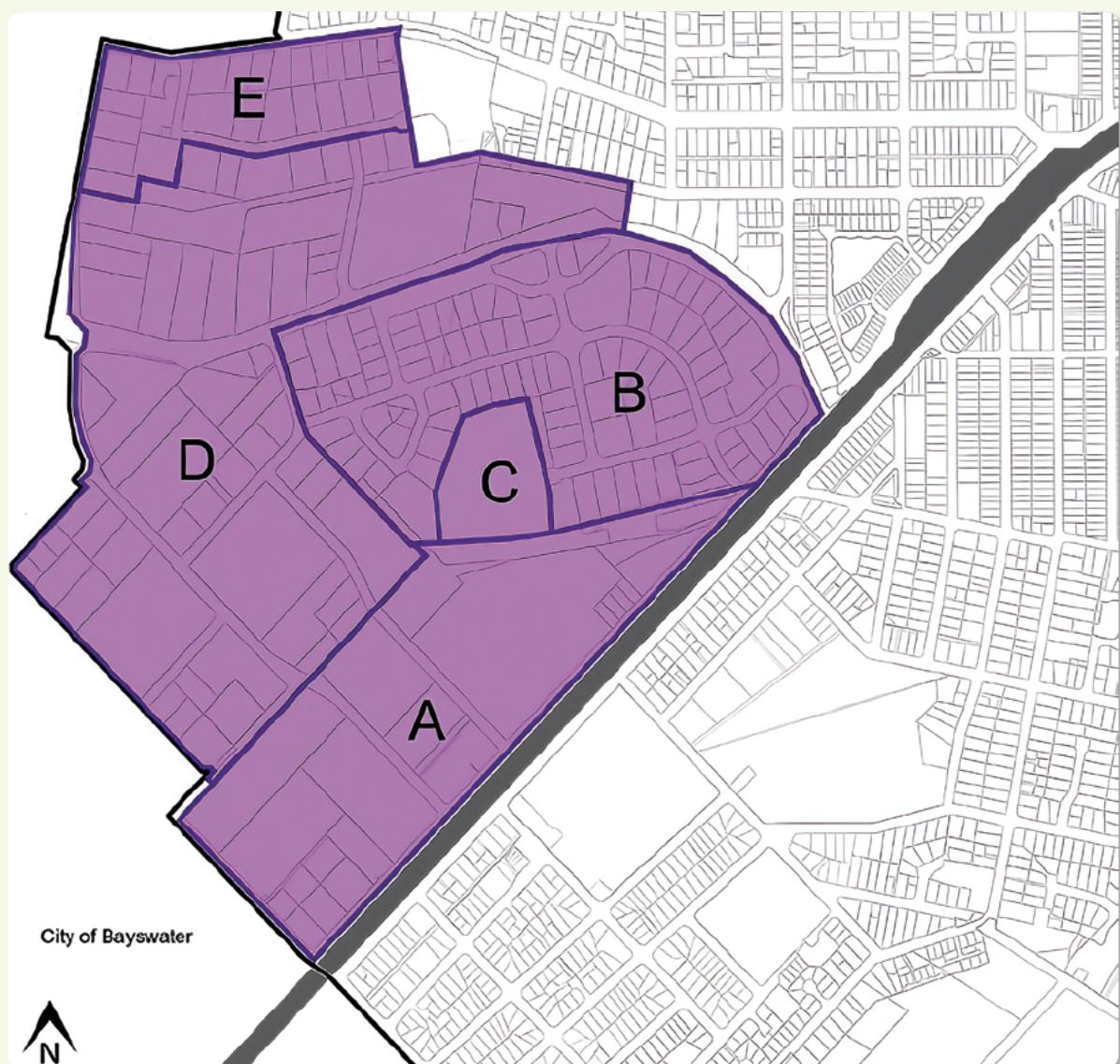
- (i) the size of the land parcels;
- (ii) access requirements to Walter Road East, being an Other Regional Road under the MRS; and
- (iii) the presence of the existing primary school to the immediate north of the sites.



#### 4.3.2 Industry

To ensure alignment with the *Central Sub-regional Planning Framework*, this Strategy seeks to strengthen key employment centres, including activity centres and industrial centres to meet the future needs of industry, commerce and the community.

The Bassendean industrial area occupies approximately 135 hectares of land positioned generally between Collier Road and the railway line, extending westward up to Tonkin Highway, and hence is extremely accessible both to the local community and to the broader region. A location plan follows.



The area provides a diverse mix of lot sizes that has enabled a range of businesses to agglomerate and function together as a diverse industrial precinct of regional significance. This characteristic highlights the fact that with industrial land, it is not necessarily subdivision potential that drives change

and redevelopment. Industrial change and strategic location are the prime causes for redevelopment of industrial areas such as Bassendean. The industrial area is one of the major employment centres within the Town and contributes towards the local economy.

**Broadly, the Bassendean industrial area comprises some five (5) precincts, each characterised by industry scale, industry type, age and quality of development.**

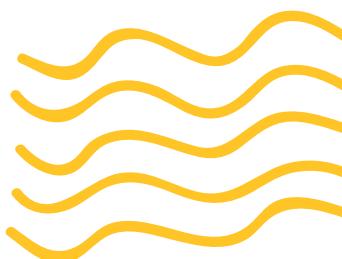
These precincts are summarised as follows:

- **Area A:** A group of large older industries fronting the railway line on large land holdings comprising distribution centres, mining, Detroit Diesel, older warehousing etc.;
- **Area B:** The new Tonkin Park Industrial area which commences at the junction of Collier Road and Railway Parade and comprises new and predominantly light and service industrial developments on smaller land holdings;
- **Area C:** Lot 857 Yelland Way, Bassendean is a vacant industrial lot adjoining the new Tonkin Business Park, which is currently used as a Containment Cell for soil contaminated with pyritic cinders and other waste associated with historical fertiliser manufacturing. The cell accommodates approximately 250,000 m<sup>3</sup> of contaminated pyritic cinders and demolition waste and is lined and capped with clay and set at 2m above seasonal high groundwater levels. The containment of waste within the cell was completed in April 2005, with land use at the site restricted to that of an engineered containment cell, with ongoing leachate and groundwater monitoring and management. It is expected that the Containment Cell will remain in situ until the fill is removed, after which, the site will require remediation to allow it to be used for normal industrial purposes.
- **Area D:** The general industrial area flanking either side of Collier Road western side of the overall industrial area, comprising a mix of manufacturing industries, service industries, transport industries, offices and warehousing located on small to medium size lots and including both older and new redeveloped sites. There are a minimal number of vacant landholdings within this precinct and some opportunities for redevelopment of older sites;
- **Area E:** The light industrial area to the north interfacing with the residential areas on the opposite side of Grey Street and Broadway. This area comprises predominantly light industries, smaller factories, office and warehousing on relatively small lots.

Due to the historic development which has occurred throughout the Town's Industrial Area, the vast majority of the precinct area, with the exception of Area C, is built out.

This Strategy does not seek to facilitate any material change in this industrial area, but rather, simply seeks to protect the industrial land uses from encroachment of commercial and other incompatible land uses, via development controls and zoning under the local planning scheme.

**The industrial area is one of the major employment centres within the Town and contributes towards the local economy ...**



### **4.3.3 Tourism**

In respect of Tourism, the Swan River, the Bassendean Markets, Railway Museum and the Town's locational attributes are recognised as providing tourism value. To optimise the Town's proximity to both the Perth CBD and the Swan Valley and access to public transport, the Strategy identifies opportunity to consider increasing tourist accommodation within the Town by incorporating new short-term accommodation land uses under the scheme. It is noted that no land use planning changes are proposed that would affect the continued operation of the Railway Museum and Bassendean Markets.

## **4.4 Environment**

Bassendean is located some 20 kilometres from the coast with its eastern boundary and portions of its southern boundary adjoining the Swan River. Several significant areas of land adjacent to the Swan River represent good agricultural soils that are low lying and hence subject to inundation. In other parts, the margin of river front land is well elevated and hence suitable for development. Further back from the river, the more elevated land is characterised by poorer quality soils and dunes with interdune swales that can become waterlogged and swampy in areas.

### **4.4.1 Natural Areas**

The natural areas of environmental significance within the Town include the Swan River Foreshore, Ashfield Flats, Bindaring Park/Pickering Park and Bennett Brook. Given the relatively developed nature of the district, the vast majority of environmentally-important land is in public care and control; reserved as Parks and Recreation under the MRS and LPS 10, and managed by the Town and/or the DPLH.

One issue that requires action from a Natural Areas perspective is the finalisation of Town Planning Scheme No. 4A (TPS 4A) – a guided development scheme that seeks to acquire land in and around Bindaring Park. As part of the review of the Scheme, it was identified that it is appropriate to rationalise the proposed open space within Bindaring Park, specifically:

- reserving the 27 Hyland Street as Local Open Space on the basis that it accommodates remnant vegetation, does not have typical access to the public road network (access is via abutting open space) and has already been acquired by the Town. This will result an additional 1,369m<sup>2</sup> of open space; and
- offsetting the above by removing the open space reservation from 17 Harcourt Street and 18 Anstey Road on the basis that the portions

are privately owned and each have frontage to a constructed public road. This will result in a reduction of 1,470m<sup>2</sup> of open space.

The above changes would result in a superior environmental outcome, a net decrease of only 101m<sup>2</sup> of land, and importantly, reduce the impact on a private landowner, relieve the Town of the obligation to acquire the land and allow swift cessation of TPS 4A.

Therefore, actions are recommended in Part 1 to Investigate the rationalisation of the proposed local open space reservations as recognised by TPS 4A under the local planning scheme.

### **4.4.2 Climate Change**

The Town recognises that a key theme of the responses from BassenDream Our Future related to sustainability and addressing the issue of climate change. Both within and outside the local planning framework, the Town seeks to protect environmental assets and manage environmental impacts by initiating and driving renewable energy practices and implementing waterwise and urban forest projects.

This Strategy aims at improving the Town's sustainability through the planning process by creating a more compact urban environment that reduces sprawl, makes better use of existing services, facilities and infrastructure and reduced travel distances to access work, shopping and recreational opportunities. It is important that this does not come at the cost of reducing the urban tree canopy cover and existing green spaces, which are required to be protected in accordance with the 'Green Network' urban consolidation principle of the *Central Sub-regional Planning Framework*. It is intended that new development will need to, in accordance with Local Planning Policy No. 13, contribute to the urban forest; minimising the heat island effect caused by intense urban development and the loss of private green space. By encouraging development within concentrated areas within the Town, this will ensure the balance of private green space and canopy cover will remain unaffected by infill redevelopment, consistent with the 'Protection' urban consolidation principle of the *Central Sub-regional Planning Framework*.

One of the most pressing sustainability issues within the district relates to the loss of trees as a result of development; a concern that has been raised by the community for some time, not only via BassenDream Our Future but as a broader issue that requires attention. As such, this Strategy contemplates the potential for greater regulatory controls to address tree retention. It is intended that these controls be formalised via appropriate scheme provisions within LPS 11.

## 4.5 Infrastructure

### 4.5.1 Transport Network

The Fremantle to Midland Railway passes through the Town of Bassendean, providing commuter links to Perth and Midland, whilst also servicing the Bassendean industrial area with small spur lines. The Town maintains access to one large (Bassendean) and two supplementary (Ashfield and Success Hill) railway stations, a primary regional road (Guildford Road) and several smaller other regional roads (Walter Road East, Morley Drive East, Lord Street and Collier Road). Guildford Road runs parallel to the railway line, and represents the major traffic thoroughfare. Tonkin Highway is aligned marginally west of the municipal boundary, providing strong linkages into the area. The existing road hierarchy is defined, with the majority of the local road network being a grid pattern.

The Local Integrated Transport Plan (LITP) was adopted by Council on 26 November 2019 and is contained as Appendix 5. It identifies a number of strengths and weaknesses which are present in the Town for future increases and redistribution in density. Predominately, these strengths revolve around an enviable level of access to public transport. Weaknesses include the location of Guildford Road in proximity to the railway line, resulting in multiple at-grade level crossings within the Town.

The railway stations within the Town will be required to be upgraded to accommodate additional carriages. The Public Transport Authority will adjust its operations in line with increases in demand for public transport services, subject to funding.

One of the most strategically pressing issues from a road transport infrastructure perspective is the need to resolve the access constraints affecting the Success Hill South cell. In line with the urban consolidation principles within Perth and Peel @ 3.5 million, this cell should accommodate intensive infill redevelopment, however, it is only provided a single point of access to Guildford Road, via Thomson Road. Main Road Western Australia has provided preliminary comment in relation to traffic matters; advising that it does not support intensification in that location until such time as it upgrades Guildford Road.

In providing that advice, it was not able to confirm when that upgrade would occur and in all likelihood, the upgrade would not occur within the life of this iteration of the strategy. Therefore, to adequately assess the traffic and access impacts of new development at the proposed densities and to respond to the 'Infrastructure' urban consolidation principle,



the Town will, at the precinct structure plan and development application stage, assess each proposal in accordance with the WAPC's Transport Impact Assessment Guidelines and Instrument of Delegation DEL 2017/02. This is considered a pragmatic approach that appropriately balances the suitability of the precinct for further intensification, with the need to ensure new development does not exceed the capacity of the supporting infrastructure.

More broadly, the road and rail transport network, while vital, can and does have an adverse impact on human health and the amenity of nearby communities, by way of noise and vibration. To ensure a balanced approach is taken in land use planning and development, this Strategy recommends that consideration be given to establishing a Special Control Area, or some similar statutory control, in relation to noise attenuation for affected properties. This course of action is contemplated in Clause 6.5.2 of State Planning Policy 5.4.

### 4.5.2 Telecommunications

The Town has a number of telecommunications infrastructure throughout the Town, however in recognising the amenity loss associated with 'high impact' telecommunications infrastructure, future telecommunications infrastructure should be located within established industrial areas. The Town will continue to apply the requirements of State Planning Policy 5.2 – Telecommunications Infrastructure in this respect, which ensures that a telecommunications infrastructure land use is included in the zoning table, in all zones. This Strategy also recommends the application of the requirements of the Fibre Ready Telecommunications Infrastructure Position Statement in the assessment of subdivision and development applications to ensure NBN infrastructure is provided.

### 4.5.3 Servicing

#### Sewerage

Whilst the majority of the Town enjoys connection to deep sewer, a number of properties within close proximity to the Swan River do not, such as lots along North Road and Bassendean Parade. As per the established Government Sewerage policy framework, which seeks to ensure that all properties are provided with access reticulated deep sewer, for a number of these sites the cost for connection is not feasible. As a result, this presents an access issue and limitation on further subdivision and development. In any instance, this Strategy recommends the retention of the R5 coding in these areas, to ensure the lots comply with the State Government Sewerage Policy.

The Water Corporation's sewerage system may require some upgrading for the Bassendean Sewer District in the long term if dwelling growth exceeds approximately 6,500 dwellings in the suburb of Bassendean (i.e. about 2,500 more dwellings than existing). This will be assessed on a case-by-case basis and as part of a future Precinct Structure Plan.

It is also noted that a large part of the industrial area remains unsewered, however, the industrial area is largely built-out and this is not considered to place any further constraints on development.

#### Water

Due to the Town's location within the Perth Metropolitan Region, the vast majority of lots enjoy access to reticulated water sources (scheme water). It is not considered a hindrance to future development and subdivision on this basis, however, further consultation with the Water Corporation is required at these stages. The Water Corporation will monitor the existing water supply system and make adjustments as necessary to accommodate growing demand.

#### Drainage

Under natural conditions, stormwater disposal and runoff within the Town is relatively straightforward, with the majority of stormwater able to directly infiltrate into the soil. In the southern and eastern portions of the Town, however, the proximity to the Swan River and the high clay content of the soil makes onsite infiltration more difficult. As a result, new development is often required to be supported by a connection to the Town's existing stormwater and drainage system.

Further investigation into the capacity of the Town's stormwater infrastructure is required (which can be undertaken for each individual

development proposal, but will also be completed as part of future Precinct Structure Plans), to ensure the system has adequate capacity to cater for the development as well as meet the objectives of the State's Better Urban Water Management framework and the Town's relevant local planning policy.

#### Power

The Town is dissected by a 132kV power line, which runs from Morley Drive East, Eden Hill, down Iolanthe Street and then runs parallel to the Perth to Midland Train Line between the Collier Road and Railway Parade junction. Smaller intermediate power infrastructure is present throughout the Town, some of which originate at the Town's only electrical substation located on land abutting the level crossing on Collier Road.

Whilst the majority of the residential areas throughout the Town are provided with overhead power, the Town is currently exploring options for the undergrounding of power within the suburb of Eden Hill. Understanding the potential benefits to the streetscape and power security that underground power brings, the Town has signalled its desire for this to occur in other areas across the Town. However, this has obvious implications and subsequent limitations on household cost of undergrounding existing infrastructure.

In terms of electricity distribution, Western Power has acquired a site in the northwest quadrant of the intersection of Guildford Road and Tonkin Highway (Bayswater) to secure a zone substation. At this time, Western Power does not have specific plans to establish a zone substation on the site (or on another site in the general vicinity). Western Power will continue to monitor and forecast load requirements for the area, and will take actions as appropriate to ensure sufficient supply capacity.

#### Gas

Gas is available throughout the Town, via a high-pressure subterranean gas pipeline which straddles the Perth to Midland rail line, terminating at the Bassendean Railway Station.

The gas distribution network operated by WA Natural Gas may need strengthening with the new installation of two Pressure Regulating Stations (PRS) subject to suitable sites being identified and available. In addition, the pressure of gas supply in some portions of the study area may need to be increased.

## 5. Planning Areas



### 5.1 Planning Area A – Bassendean District Activity Centre

The Bassendean District Activity Centre is the key node of commercial activity within the district. Old Perth Road forms a boulevard from the Bassendean Railway Station, with the Federation period shop fronts acting as the entrance to the Town. Buildings to the north of Old Perth Road are single storey facing the street, and the Bassendean Hotel influences a two-storey building scale along the southern side of the streetscape.

The area east of Wilson Street, along Old Perth Road, includes the Town's major civic buildings, schools, aged care facilities, main shopping centres and mixed residential apartment buildings. Acting as a green fringe to the above sections are the Bassendean Oval, BIC Reserve and other sporting grounds. This fringe edges Guildford Road and forms a secondary, green entrance to the Town Centre.

Planning Area A proposes the redevelopment and land use intensification of the Bassendean District Activity Centre area with a focus on optimising employment opportunities, land use diversity and accommodating residential outcomes. The Strategy recognises that Planning Area A requires a precinct structure plan and that the land is to be zoned and coded accordingly. The Town progressed and Council adopted the Bassendean Town Centre Masterplan which will inform the preparation of a Precinct Structure Plan. The Town proposes to prepare the Precinct Structure Plan and investigate the matters such as density, land use mix, servicing capacity, traffic impacts, interface and retail needs in the immediate term.

### 5.2 Planning Area B – Ashfield District Activity Centre

Portions of Ashfield are identified as a District Centre under the *Central Sub-regional Planning Framework*, which envisions the area becoming a more significant employment-focused strategic centre. The area designated as District Centre under the Frameworks currently contains an expansive area of district level open space, a local commercial centre with limited commercial opportunities, low density residential (with the exemption of one site owned by the Department of Communities), and industrial development on the northern side of the Perth-Midland Railway Line. Whilst Ashfield Railway Station will require upgrading to meet current accessibility standards, the station provides access to adjacent

employment opportunities and provides the opportunity to integrate passenger rail lines with future residential intensification.

Planning Area B proposes land use intensification within the Ashfield District Activity Centre with a focus on optimising employment opportunities, land use diversity and accommodating residential outcomes. The Strategy recognises that Planning Area B requires a Precinct Structure Plan in accordance with SPP 4.2 and that land is to be zoned and coded accordingly. The Town proposes to prepare the precinct structure plan and investigate the matters such as density, land use mix, servicing capacity, traffic impacts, interface and retail needs in the medium term.



### 5.3 Planning Area C – Guildford Road Urban Corridor

Key transport corridors will be required to transition into multi-functional corridors to achieve a more compact and diverse urban form. The southern side of Guildford Road predominantly contains existing single or grouped dwellings, with access either directly to Guildford Road, or via rear laneways and secondary streets where available.

Area C proposes to facilitate land use intensification, land use mix and housing

diversity within proximity to centres and/or high frequency public transport, consistent with the principles of urban consolidation.

Matters requiring consideration in these areas vary given locational characteristics, however, include bushfire, density ranges, land use mix, interface arrangements, traffic and noise impacts. Investigations are proposed in the medium term.

### 5.4 Planning Area D – Ivanhoe Street Urban Corridor – South

The integration of key centres with high quality public transport networks is a fundamental principle of the frameworks. The character of this Planning Area is an urban corridor under the *Central Sub-regional Planning Framework*, dominated by existing grouped dwelling developments, including larger multi-unit grouped dwelling strata complexes facilitated by the existing split density R20/40 coding of the land. The cell is within close proximity to the Bassendean Railway Station and therefore access to high quality public transport linkages is readily available.

Planning Area D proposes to facilitate land use intensification, land use mix and housing diversity within proximity to centres and/or high frequency public transport, consistent with the principles of urban consolidation.

Matters requiring consideration in these areas vary given locational characteristics, however, include density ranges, land use mix, interface arrangements, traffic and noise impacts. Investigations are proposed in the medium term.

## 5.5 Planning Area E – Ivanhoe Street Urban Corridor – North

The northern portion of the Ivanhoe Street Urban Corridor also has access to public transport, similar to the southern portion, however walkability to the Bassendean Railway station is less likely and reliance on bus services is required to ensure the viability of this corridor. Bus services are an important part of a comprehensive and integrated public transport network. Improving connectivity between bus and rail networks will increase accessibility to the Perth CBD and key centres and reduce commuting times.

This cell is characterised by low density residential development, and an underutilised and largely vacant existing local centre in the northern portion of the cell at Eden Hill. Future planning for this local centre, likely in the form of a local development plan, will guide future development and ensure an appropriate interface to the adjacent district level open space at Mary Crescent Reserve.

Future intensification along Morley Drive East, the northern edge of the Planning Area and the boundary to the local government area, will need to consider impacts of transport noise and access, given this is designated as an ‘Other Regional Road’ under the Metropolitan Region Scheme.

Planning Area E proposes to facilitate land use intensification, land use mix and housing diversity within proximity to centres and/or high frequency public transport, consistent with the principles of urban consolidation.

Matters requiring consideration in these areas vary given locational characteristics, however, include bushfire, density ranges, land use mix, interface arrangements, traffic and noise impacts. Investigations are proposed in the medium term.

## 5.6 Planning Area F – Lord Street Urban Corridor

Planning Area F is fragmented into two district areas by Lord Street, which is an ‘Other Regional Road’ under the Metropolitan Region Scheme and will play an important role in the regional road network, connecting future development to the north of the district to the amenities within the Bassendean Town Centre. The western portion provides for low density existing residential development, whilst the eastern portion contains low density residential development and land reserved for Parks and Recreation and Public Purposes. The existence of mature vegetation on the eastern portion of this corridor abutting the Swan River and associated designation as a bushfire prone area will likely limit the future development potential, in addition to access constraints onto Lord Street.

Provision of a network of paths for cyclists and pedestrians offers commuters an alternative to private car

trips, as well as providing recreation opportunities and associated health benefits. Future consideration to upgrades to Lord Street for this purpose is envisioned to provide a safer transport route which provides for these alternative modes of transport.

Planning Area F proposes to facilitate land use intensification, land use mix and housing diversity within proximity to centres and/or high frequency public transport, consistent with the principles of urban consolidation.

Matters requiring consideration in these areas vary given locational characteristics, however, include bushfire, density ranges, land use mix, interface arrangements, traffic and noise impacts. Investigations are proposed in the medium term.

## 5.7 Planning Area G – Eden Hill Coding Review

This area predominantly represents a post-c.1960s subdivision and is characterised by single storey dwellings of that era. This cell is wedged between the Lord Street and Ivanhoe Street Urban Corridors, although does not have the immediate access to high frequency public transport experienced by the corridors. Land in the southern portion of this cell is impacted by transport noise from the Perth–Midland Railway and Guildford Road.

Planning Area G proposes to investigate recoding sites from R20/30 and R20/40 to R20 within Bassendean and Eden Hill.

This will result in the loss of development potential for lots that have not been developed while other lots previously developed at the higher coding will retain their development potential through a proposed clause under the new Local Planning Scheme. The purpose of this approach is to redirect higher density outcomes to activity centre and urban corridor planning areas, consistent with the principles of urban consolidation. Investigations are proposed in the immediate term.

## 5.8 Planning Area H – Ashfield Coding Review

Planning Area H proposes to investigate normalising various split coding arrangements to a single density code where build out has occurred within Bassendean and Ashfield. This is to provide for transparency and legibility under the new Local Planning Scheme.

The matters requiring consideration in this area are existing built form outcomes and heritage with investigations proposed in the immediate term.

## 5.9 Planning Area I – Eden Hill Coding Review

Similar to Planning Area G, this area predominantly represents a post-c.1960s subdivision and is characterised by single storey dwellings of that era. Maximising areas of soft landscaping, encouraging the retention of large trees and existing parking and ensuring new development references single and two storey building elements is critical in retaining the existing character of the locality.

Planning Area I proposes to investigate normalising various split coding

arrangements to a single density code where build out has occurred in Eden Hill. Additionally, the base density code of R17.5 is proposed to be increased to R20 to reflect servicing capacity and the prevailing minimum lot size within the local government area and the Perth metropolitan region.

The matters requiring consideration in this area are existing built form outcomes and investigations are proposed in the immediate term.

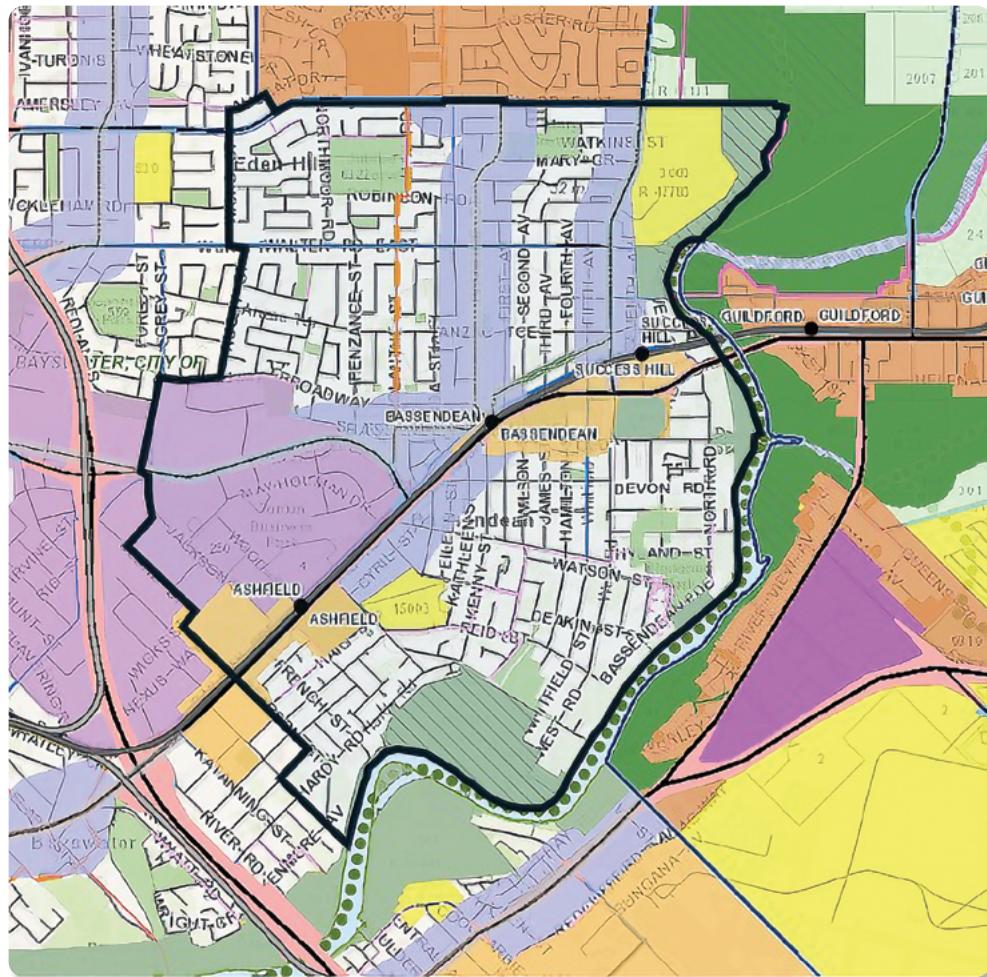
Local Planning Strategy



## Appendices



## **Appendix 1: Central Sub-regional Planning Framework plan as it relates to the Town of Bassendean (DPLH, March 2018)**



## **Appendix 2: Local Planning Scheme No. 10 Scheme Map**

[https://www.dplh.wa.gov.au/getmedia/700c97be-03eb-475a-a442-2b4232163708/Map-01\\_Bassendean-North](https://www.dplh.wa.gov.au/getmedia/700c97be-03eb-475a-a442-2b4232163708/Map-01_Bassendean-North)

[https://www.dplh.wa.gov.au/getmedia/2a8c64cc-4381-480f-8fc7-866d79291838/Map-02\\_Bassendean-South](https://www.dplh.wa.gov.au/getmedia/2a8c64cc-4381-480f-8fc7-866d79291838/Map-02_Bassendean-South)

## **Appendix 3: Built Form and Character Study (May 2018)**

[https://www.bassendean.wa.gov.au/Profiles/bassendean/Assets/ClientData/Document-Centre/Strategic\\_Planning/Bassendean\\_Built\\_Form\\_\\_Character\\_\\_FINAL\\_DRAFT\\_\\_090320.pdf](https://www.bassendean.wa.gov.au/Profiles/bassendean/Assets/ClientData/Document-Centre/Strategic_Planning/Bassendean_Built_Form__Character__FINAL_DRAFT__090320.pdf)

## **Appendix 4: Bassendean Town Centre Master Plan**

<https://www.bassendean.wa.gov.au/Profiles/bassendean/assets/moduledata/consultations/f985f7b0-842e-4798-b9d5-823e61ceeb5f/4.8/Concept-Plans-Town-Centre-Masterplan.pdf>

## **Appendix 5: Local Integrated Transport Plan (October 2019)**

[https://www.bassendean.wa.gov.au/Profiles/bassendean/Assets/ClientData/Document-Centre/Strategic\\_Planning/191122\\_Bassendean-Transport-Study\\_Phase-2-LITP\\_Final\\_issue\\_Rev3.pdf](https://www.bassendean.wa.gov.au/Profiles/bassendean/Assets/ClientData/Document-Centre/Strategic_Planning/191122_Bassendean-Transport-Study_Phase-2-LITP_Final_issue_Rev3.pdf)



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