

ATTACHMENTS

BRIEFINGS SESSION AGENDA

19 NOVEMBER 2019

Attachment No. 1:

Local Integrated Transport Plan (LITP)

Attachment No. 2:

BassenDream Our Future Preliminary Engagement Report (Creating Communities, October 2019)

Attachment No. 3:

- Consultation Report - Green Trail November 2019;
- Success Hill Principal Shared Path Option 3 Design; and
- Department of Transport response to Option 4.

Attachment No. 4:

- Draft Town of Bassendean Waste Local Law 2019 (amended 05/11/2019)
- Draft (version 1) document identifying amendments made to the waste local law based on feedback from the Director General (with tracked changes)
- Letter outlining feedback from the Director General
- Responses from Town of Bassendean 'Have Your Say'

Attachment No. 5:

Minutes of the Bassendean Oval Football Facilities Project Control Group meetings held on Friday 22 March, Friday 3 May and 5 August 2019.

Confidential Attachment No. 2:

Block design options 1 and 2 of the Bassendean Oval football facilities presented at the Project Control Group meeting on 22 March 2019.

Attachment No. 6:

- Draft Council Policy 6.19 - Communication between Elected Members and the Administration.
- Council Policy 6.19 - Councillor Contact with Administration Policy.

Attachment No. 7:

Quarterly Report P/E 30 September 2019.

Attachment No. 8:

Town Assets Committee Minutes of 9 October 2019

Attachment No. 9:

Minutes of the Youth Advisory Council meeting held on 26 July 2019

ATTACHMENT NO. 1

Town of Bassendean

Bassendean Transport Study

Phase 2 Local Integrated Transport
Plan: A plan for the future

Phase 2

Issue version 6 | 6 November 2019

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 260965-00

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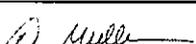
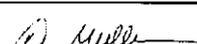
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Document Verification

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		Name	Ryan Falconer	Danya Mullins	Danya Mullins		
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		Name	Ryan Falconer	Danya Mullins	Danya Mullins		
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		Prepared by		Checked by		Approved by	
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Abbreviations

CPTED – Crime Prevention Through Environmental Design

DDA – Disability Discrimination Act

FRH – Functional Road Hierarchy

HV – Heavy Vehicles

LATM – Local Area Traffic Management

LGA – Local Government Authority

LPS – Local Planning Strategy

MEL – Morley-Ellenbrook Line

MRS - Metropolitan Region Scheme

PRR – Primary Regional Road

PSP – Principal Shared Path

PTA – Public Transport Authority

RAV – Restricted Access Vehicles

ROM – Regional Operations Model

SWOT – Strengths, Weaknesses, Opportunities and Threats

TOD – Transit-Oriented Development

VPD – Vehicles Per Day

WAPC – Western Australian Planning Commission

Executive summary

The Town of Bassendean engaged Arup to complete a holistic, multi-modal and integrated study of the movement network internal to and influencing Bassendean. The express purposes of the work include:

1. Informing a review of the Town of Bassendean's current 2015 Local Planning Strategy (LPS), particularly in respect to State directions to provide increased residential density development within identified core activity centres and along major transit corridors
2. Informing planning of Transit-Oriented Development (TOD) around the Ashfield, Bassendean and Success Hill train stations
3. Providing a platform for the development of subsequent and future transport strategies, policies and plans for the Bassendean Local Government Area.

The need for the plan was instigated by proposed infill targets to be met within Bassendean and a desire for future growth to support a growth in sustainable transport use. The Western Australian Planning Commission's (WAPC) planning framework for the Perth Peel Region (PPR) @ 3.5 Million sets an infill dwelling target of 4,200 additional dwellings to be developed within the Bassendean Local Government Area (LGA) by 2050. This is expected to result in a 70% increase in dwellings over current levels. Much of this projected population and dwelling increase is expected to be satisfied through a combination of higher residential densities and mixed used developments.

This local integrated transport plan (LITP) examines and defines a future transport plan to proactively plan for growth with a key focus of enhancing the Town's identity and character and providing for sustainable and resilient multimodality, which both avoids ingraining primacy of motor vehicle traffic within the town and integrates flexibility into the movement network given ongoing change within the transport sector.

This LITP has been developed in two phases with Phase 1 completed in 2018 which focussed on understanding the existing transport situation and future potential opportunities and challenges. This was informed in consultation with the Town, the local community, government agencies and adjacent local governments and also considered relevance and implications of external trends and influences such as automation of transport, population health and climate change and mobility-as-a-service (MaaS).

Overall, Phase 1 work found that Bassendean has a relatively good range of opportunities including an enviable level of access to public transport, which will almost certainly improve further. In contrast, it was found that there are relatively contained challenges and threats; which have been further addressed in Phase 2 of this study. These include as follows:

- Guildford Road design and operations (Guildford Road being a State Road presents a particular challenge)
- Cross-rail connectivity

- Accessibility to and around the southern half of the LGA
- Distillation of infill targets between all three station precincts and infrastructure improvement required in each location
- Cross-river connectivity in view of the tension between mitigating through-traffic in Bassendean, and the town's location within the broader metropolitan area and sub-regional function of major transport infrastructure.

Phase 2 of the study was an iterative process to define the LITP actions. A long list of actions was developed and workshopped with elected members and a shortlist was defined and then tabled with government agencies and adjacent local governments. This was an important step as a number of the actions will need to be driven by or delivered in partnership with government agencies. A second round of consultation was then undertaken to solicit community views on the shortlisted actions.

Through the consultation process the original long list of 26 actions was revised with some actions removed, reworded or new actions inserted. There are 22 actions for the Town to carry forward, either directly or as an advocate. The shortlisted actions are summarised in **Exec Summary Table 1**.

Through the engagement process it was decided that advocating for additional linkages over the Swan River for any vehicular based mode (public or private transport) was not supported by the Town due to concerns about the potential for non-local traffic being attracted through the southern areas of the Town. A potential link for pedestrians and cyclists was not seen as a high priority at this stage due to the high costs associated with creating additional bridge links, in favour for funding to be allocated to either lower cost improvements or improvements to support access to the rail stations.

The Town recognises that there is a strong need to take a proactive advocacy role regarding the future treatment of Guildford Road with a Main Roads WA proposal currently before the Western Australian Planning Commission for consideration. The Town opposes any treatment which seeks to increase traffic throughput with a number of environmental and social concerns to be resolved.

Exec Summary Table 1

	Proposal		Responsibility	Priority
Parking	P1	Preparation of town-wide parking strategy to replace 2011 plan	Town of Bassendean	Short
	P2	Supply pilot electric vehicle recharging infrastructure	Town of Bassendean/Public Transport Authority	Short
Public Transport	PT1	Improve pedestrian and cyclist access to Success Hill train station	Town of Bassendean/Public Transport Authority/Main Roads WA	Medium
	PT2	Plan for extended platforms at Bassendean train station and potential active transport link aligned with Park Lane	Public Transport Authority/ Transperth	Medium

	Proposal	Responsibility	Priority
	PT6	Channelise Ivanhoe Street on approach to Morley Drive to mitigate delays for buses	Town of Bassendean Medium
	PT7	Advocate for sinking of Midland line to facilitate at-grade connectivity and new development opportunities in the vicinity of Bassendean station	METRONET/Public Transport Authority/Town of Bassendean Short (ongoing)
Active Transport	AT1	Design and deliver improved active transport link along Second Avenue between Railway Parade and Walter Road East, according with Town Bike Plan and Station Access Strategy intent	Town of Bassendean/Department of Transport Short
	AT2	Advocate/support redesign of Ashfield and Success Hill pedestrian bridges to achieve DDA compliance	Public Transport Authority/Town of Bassendean Medium
	AT4	Assess opportunity to improve current design of Wilson Street subway as a key north-south access for pedestrians and cyclists of all abilities	Public Transport Authority/ Department of Transport/ Town of Bassendean Short
	AT8	Create Town of Bassendean micro-funding account for small active transport improvements	Town of Bassendean Short
Road network	RN1	Advocate for an alternative treatment to MRWA's proposal for Guildford Road corridor (<u>western Town boundary to West Road</u>) to one which : <ul style="list-style-type: none"> Balances local access needs and amenity, transit-oriented development, multimodal safety and comfort, and strategic network objectives Achieves signalisation of Colstoun Road/ Guildford Road intersection Retains key local street links under suitable traffic management 	WAPC/ Main Roads WA/Town of Bassendean Short (ongoing advocacy)

	Proposal	Responsibility	Priority
	<p>RN2 Advocate for an alternative treatment for Guildford Road corridor (<u>West Road to Swan River</u>) to one which:</p> <ul style="list-style-type: none"> • Balances local access needs (both in the Town and adjoining Guildford centre) and amenity, transit-oriented development, multimodal safety and comfort, and strategic network objectives • Achieves reasonable signal phasing at intersection of Guildford Road/West Road associated with Lord Street/ West Road bridge widening and anticipated intersection upgrade • Retains key local street links under suitable traffic management (in particular Guildford Road/North Road/Earlsferry Court) 	WAPC/ Main Roads WA/Town of Bassendean	Short
	<p>RN3 Convert Walter Road East from four travel lanes to two with median division</p>	Town of Bassendean/Department of Planning, Lands and Heritage	Medium
	<p>RN5 Advocate for traffic signal and boom gate synchronisation at Collier Road/Guildford Road</p>	Main Roads WA/Public Transport Authority	Short– interim measure ahead of more suitable grade-separation treatment as part of METRONET programme
	<p>RN6 Assess potential to signalise intersection of Railway Parade/Lord Street</p>	Town of Bassendean/Main Roads WA	Short – engineering feasibility and modelling required to ascertain impacts with a view to deciding whether this proposal should be adopted

	Proposal	Responsibility	Priority
	RN8	Design and consult to further refine proposed conversion of Walter Road East/Lord Street/Seventh Avenue to four-way signalised intersection (and conversion of Success Road access to left-in/left-out)	Town of Bassendean/Main Roads WA Short – engineering feasibility and modelling required to ascertain impacts with a view to deciding whether this proposal should be adopted
	RN9	Undertake further investigation to support alternative design concept (boulevard with central median) for Lord Street south of Morley Drive	Town of Bassendean/Department of Planning, Lands and Heritage Short: planning studies and analysis Medium/ Long: implementation/works
	RN10	Create a pedestrian friendly town centre and community centres through implementing self explaining streets design and management principles to encourage slowing of vehicular traffic	Town of Bassendean Short
	RN11	Review and update Town LATM and Bike Plans	Town of Bassendean Short
Land Development	LD1	Focus development/ uplift around main transit assets including Ashfield, Bassendean and Success Hill train stations, and major bus routes including Ivanhoe Street and Walter Road East	Town of Bassendean/State Government Short
	LD2	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	Public Transport Authority/Town of Bassendean Medium
Governance	GP1	Establish new fleet procurement protocols in line with transport vision for Bassendean	Town of Bassendean Short

1 Introduction

The Town of Bassendean engaged Arup to complete a holistic and integrated study of the movement network internal to and influencing Bassendean. This Phase 2 report, the *Local Integrated Transport Plan* should be read in conjunction with the Phase 1 *Transport Assessment Report*. The Phase 1 report details background research and contextual analyses, outcomes from a first round of engagement with government stakeholders and the community, and a Strengths, Weaknesses, Opportunities and Threats (SWOT) review.

The express purposes of the overall study include:

1. Informing a review of the Town of Bassendean's current Local Planning Strategy (LPS), particularly in respect to State directions to provide increased residential density development within identified core activity centres and along major transit corridors
2. Informing planning of Transit-Oriented Development (TOD) around the Ashfield, Bassendean and Success Hill train stations
3. Providing a platform for the development of subsequent and future transport strategies, policies and plans for the Bassendean Local Government Area (LGA).

Each of these particular purposes are considered integral to the Town ultimately achieving its key objective of **enhancing connectivity between places and people** (cf. Objective 3.2 - Strategic Community Plan 2017 – 2027).

Arup's objectives undertaking the study (study area shown in **Figure 1**) include:

- Assessing the existing movement network holistically identifying operational difficulties for all modes of transport by location and time-of-day (as applicable). This includes assessing options for:
 - Public Transport
 - Active Transport; walking and cycling amenity
 - Road Network
 - Parking.
- Identifying local network performance issues and whether these are associated with local government or State infrastructure
- Identifying cross-boundary network performance issues and the influences of land use and transport in adjacent LGAs (City of Bayswater and City of Swan, especially)
- Defining preferred future operating conditions for the Town of Bassendean's multimodal transport network, focusing on 2031 and trends towards Perth @ 3.5 million residents (notionally, 2050)
- Defining extraneous factors (wider State policy and mega-trends) that will influence transport and access within the town and exploring the nature of these impacts

- Identifying and addressing network and transport policy SWOT in view of the contextual analysis and influencing factors, to shape forward-facing transport and land use strategy.



Figure 1 - Project study area: Town of Bassendean and surrounds

The study is driven by the following, desirable outcomes that align with the Town's articulated purposes for the work:

- Enhancement of the town's identity and character
- Sustainable and resilient multimodality, which both avoids ingraining primacy of motor vehicle traffic within the town and integrates flexibility into the movement network given ongoing change within the transport sector.

The current report, which is the main deliverable for Phase 2 of work, includes:

- A recap of Phase 1 findings
- Overview of two transport projects in the Town that were not reviewed as part of Phase 1
- A long-list of potential strategies and actions for application in Bassendean conceived to respond to Phase 1 SWOT. These include strategies proposed by other government stakeholders
- Strategy development involving drafting of recommended high-level parking policy reform and provisional testing of key actions supported-in-principle by Council to test deliverability
- Completion of a Functional Road Hierarchy (FRH) review (addressing specific, potential strategies and actions as relevant). The review encompassed analyses of the form and function of collector and arterial roads in Bassendean, and assessed the merits of potential streetscape and capacity improvements, and reclassifications
- Findings from a second round of engagement with government stakeholders to table the short-listed strategies and actions for feedback
- Summary, proposed implementation programme and conclusions.

A second round of community consultation is planned to test views on the short-listed strategies and actions. This is to occur in June 2019 following Council endorsement of this final draft report.

Appendix A features notes from meetings with external government stakeholders and **Appendix B**, the set of plans presented to the community during Phase 2 engagement. The following stakeholders have been engaged with during this process:

- Main Roads WA
- METRONET/ Public Transport Authority (PTA)
- Transperth
- City of Bayswater
- City of Swan
- Department of Planning, Lands and Heritage.

The following process flow-chart reflects the overall study design and the current status of Phase 2.

2 Phase 1 Overview

Phase 1 of the study included detailed review of multimodal transport, access and parking provisions across the town, featuring:

- Review of a broad range of relevant prior studies and strategic policy documents
- Analysis of data from various previous transport-related community engagement sessions supplied to Arup by the Town
- Several site visits
- Review of network data including public transport patronage and catchment information, patronage forecasting, road traffic counts, road network forecasts generated by Main Roads WA's Regional Operations Model (ROM), and crash data
- Consultation with external government stakeholders including:
 - Main Roads WA
 - METRONET
 - Public Transport Authority (PTA)
 - Transperth
 - City of Bayswater
 - City of Swan.
- A presentation to Council focusing on preliminary SWOT, and emerging transport trends that should be reflected (as relevant) in preferred strategies and actions
- Engagement with the Bassendean community using the *Your Say* on-line platform.

The main findings of Phase 1 were a set of SWOT variables, which are shown in **Table 1**.

Table 1 – Summary SWOT variables

Strengths	
Public transport	<ul style="list-style-type: none"> • Three train stations in the town • Bus interchange, kiss-and-ride and park-and-ride provisions at Bassendean train station, providing for multimodal transfers • Delay to bus services owing to congestion on the road network is limited to the staggered junction of Altone Road, Morley Drive and Ivanhoe Street
Active transport (cycling and walking)	<ul style="list-style-type: none"> • Strong east-west link (Midland line Principal Shared Path [PSP]), which will shortly be completed • Much of the local street network is relatively quiet and comfortable for cycling • Old Perth Road environment has a distinct ‘main street’ feel • Delivery of Whitfield Street bicycle boulevard (may also be a threat as it will likely result in some redistribution of traffic)
Road network	<ul style="list-style-type: none"> • Grid network across much of the town, which provides a relatively high degree of connectivity and route choice • Relatively little peak-hour congestion across the network • Limited through-traffic because of natural connectivity breaks caused by Swan River • Restricted Access Vehicles (RAV) and a lot of Heavy Vehicle (HV) traffic assigns to Tonkin Highway rather than through Bassendean
Parking	<ul style="list-style-type: none"> • Relatively few parking problems in Bassendean at the current time • Relatively limited demand for on-street parking on local streets outside the Bassendean town centre (providing space for on-road cycling)
Weaknesses	
Public transport	<ul style="list-style-type: none"> • Road geometry at the staggered junction of Altone Road, Morley Drive and Ivanhoe Street causes delays for buses • Community views that bus and rail services should be better integrated at Bassendean train station • Limited bus service to the southern side of the LGA • Constrained southern catchment defined by Swan River, which limits bus routing options and service frequency • No vehicular rail crossings adjacent to Bassendean train station to improve access to the southern catchment and increase bus-train transfers • Low patronage at Success Hill (second lowest on network), walk-on catchment limited due to proximity to Swan River and overlapping catchment with Bassendean. Suboptimal cost versus benefit operating equation for PTA
Active transport (cycling and walking)	<ul style="list-style-type: none"> • Disability Discrimination Act (DDA) non-compliant overpasses at Ashfield and Success Hill train stations • Substandard cycling and walking facilities on south side of Midland line between Collier Road and Old Perth Road • Limited and poor crossing facilities along Guildford Road including traffic signal phasing that suits through-traffic movements • Desire line between Success Hill train station and Bassendean Oval not catered for • At-grade rail crossings contribute to vehicles queuing across PSP • Substandard lighting in the vicinity of Ashfield and Success Hill train stations • Poor crossing environment along Collier Road • Poor quality underpass below the Midland line with active transport users required to cross Guildford Road at-grade • Crossing facilities along Old Perth Road are less satisfactory east of James Street • Relatively poor connections to Sandy Beach Reserve

Road network	<ul style="list-style-type: none"> • Severance effects of Midland rail line • Limited access to Success Hill north and south precincts • Constrained intersection geometry at limited at-grade rail crossings • Suboptimal cross-section along Walter Road East (e.g. lack of median, geometric constraint at Iolanthe Road relative to midblock capacity) • Historical uncertainty regarding desired function of Walter Road East (potential transit corridor) • Unsuitable cross-section along Guildford Road including lack of Channelisation for right turns and medians • West Road and Guildford Road bridges function as network pinch-points • Suboptimal intersection treatments: especially at Guildford Road/Colstoun Road • Localised congestion associated with tidal commuter flows • Traffic queues associated with the Guildford/ Tonkin interchange extending back to Bassendean's boundary • Cul-de-sac treatments across local network that have addressed-rat-running issues but at the consequence of making private vehicle travel less direct •
Parking	<ul style="list-style-type: none"> • Lack of formal kiss-and-ride facilities at Ashfield train station • Parking supply at Bassendean Village includes facilities within the road reserve • Relative inflexibility in Scheme requirements for parking as well as over-specification of non-residential land use categories and definition of parking minima (but no maxima) • Lack of requirements in the Scheme for non-residential bicycle parking supply and end-of-trip facilities provisions

Opportunities

Public transport	<ul style="list-style-type: none"> • Delivery of TOD along key bus corridors and in station catchments to satisfy Perth and Peel @3.5 million aspirations • Greatly improved train service associated with METRONET's 'full investment' planning (shorter operating headways and longer trainsets) • Improved cross-rail connectivity possible as an outcome of Midland line at-grade crossing removal program • Micro-transit service that improves bus-rail transfer from south of the rail line • Potential to downsize park-and-ride facilities at Bassendean train station giving rise to development opportunities within close proximity of the station
Active transport (cycling and walking)	<ul style="list-style-type: none"> • Delivery of strategic links north of Bassendean train station and along Walter Road East • New connection across Swan River between Sandy Beach Reserve and Max Hunt Reserve in Belmont • Opportunity to improve wayfinding simultaneously with route upgrades
Road network	<ul style="list-style-type: none"> • Improvements to traffic flows and intersection operations at West Road/Guildford Road associated with Lord Street/ West Road bridge widening • Potential for better network connectivity associated with new Swan River crossings (also a threat, depending on where these are located) • Delivery of a new design for Walter Road East featuring reduced traffic lanes and improved walking and cycling infrastructure, and befitting TOD • An improved cross-section and intersection treatments along Guildford Road including channelisation and a median to assist two-stage turning manoeuvres and active transport crossings • Enhanced linkages deliverable as part of Midland line at-grade crossing removal program. Improved traffic safety and intersection operations associated with same

Parking	<ul style="list-style-type: none"> • TOD opportunity on the existing Wilson street public parking site • Potential for parking supply and management reform through Scheme revisions: especially in the town centre • Potential for future public parking stations in lieu of private, off-street parking. This can aid TOD • Morley-Ellenbrook Line (MEL) may create an opportunity to redevelop part of the existing Bassendean train station park-and-ride site • Incentivisation for WAFL patrons to choose other means to travel to the Oval on game-days • Supporting a multimodal, climate change management and population health agenda by including minimum non-residential bicycle parking and end-of-trip facilities requirements in an update to the Scheme • Including car share and ride-hailing parking provisions in local planning strategy and policy • Integrating modular and adaptable parking designs into new structures • Integrating criteria for electric vehicle recharging into development plans and new streetscape concepts
Threats	
Public transport	<ul style="list-style-type: none"> • Delivery of MEL may draw patrons away from the three stations in the town, reducing urgency of station area upgrades • In time, congestion on the road network may increase (if various road projects induce traffic), leading to delays for bus services • Uncertainty regarding timing of grade-separation of rail level crossings and impacts on surrounding land uses • Dilution of development potential and public transport patronage between all three stations, leading to suboptimal TOD outcomes • Platform proximity issues between Bassendean and Success Hill train stations associated with possible enablement works for six-car trainsets • Increased patronage on the Midland line from east of Bassendean (particularly from Midland), limiting capacity for growth (AM peak in the city-bound direction) at Success Hill, Bassendean and Ashfield train stations
Active transport (cycling and walking)	<ul style="list-style-type: none"> • Cadastral boundaries along the Swan River foreshore limit opportunity to deliver a foreshore path • Delivery of proposed cycling projects that are underutilised and have unintended effects on the local network
Road network	<ul style="list-style-type: none"> • Redesign of Guildford Road in a manner that induces traffic, adds to severance of active transport, limits access to side streets, requires removal of mature trees and impacts significantly on the banks of Swan River • Major road projects elsewhere in sub-region that induce traffic through Bassendean: e.g. Lord Street extension to Lockridge • Impact on Aboriginal heritage site adjacent to Swan River if Lord Street widening project is pursued • Future Local Area Traffic Management (LATM) projects undertaken without consideration of wider network effects • Traffic impacts associated with development of Lot 10 Railway Parade, which may not have been accounted for adequately
Parking	<ul style="list-style-type: none"> • Retaining current Scheme requirements leading to and increasing oversupply of parking and associated operational inefficiencies, as well as compromising multimodality objectives for Bassendean (especially station precincts and the town centre) • Ongoing overspill from Bassendean Oval on game-days that is not managed effectively • Ignoring the reasonably forecast implications of automation and electrification of vehicles, and growth of MaaS

3 Additional Projects

3.1 Bassendean Station Access Project – Broadway

The PTA engaged GTA Consultants to conduct a study defining the preferred treatment for a bicycle route via Broadway (Iolanthe Street to Railway Parade), as part of the Access to Stations initiative. Following an optioneering process, GTA Consultants recommended to PTA the delivery of on-street lanes with painted buffers separating them from general traffic lanes.

The study itself was supported-in-principle by the Bassendean Town Council at its Ordinary Council meeting held in March 2018.

The bicycle lanes, which have been funded by the PTA, have been provided on both sides of Broadway between Iolanthe Street and Railway Parade in accordance with the original GTA consultant's study.

Arup did not identify the route to be key as part of findings and recommendations during Phase 1 of this project; however, the proposition to improve cycling infrastructure in the town and station access in particular, is supported.

3.2 *Your Move Bassendean*

The *Your Move* behaviour change programme is conducted by the State Department of Transport and involves various community engagement techniques to encourage and facilitate more sustainable travel practices, such as replacing car trips with walking, cycling or public transport. While the programme will not have direct bearing on the findings and recommendations made by Arup relating to policy and infrastructure, it does have shared purpose: contributing to sustainable and resilient multimodality, which both avoids ingraining primacy of motor vehicle traffic within the town and integrates flexibility into the movement network given ongoing change within the transport sector. The Department of Transport commenced the programme in the second half of 2018.

4 Proposed Strategies and Actions, and Implementation Programme

4.1 Summary of actions and strategies

Table 2 includes the proposed actions and strategies arranged thematically, and responsible authority/ies. The thematic categories are:

- Parking (**P**)
- Public transport (**PT**)
- Active transport (**AT**)
- Road network (**RN**)
- Land development (**LD**)
- Government procurement (**GP**).

The table includes the broad response from Council for each action/ strategy along with qualification (if applicable). A number reference is provided for each action and the gaps in the numbering reflect the fact that a number of actions were not fully supported by elected members and have therefore been removed and will not be considered further.

Proposal		Explanation	Responsible authority	Council response
PT5	Establish a mobility hub at junction of Kenny Street/Guildford Road	The draft Bassendean Station Access Strategy proposes kiss-and-ride bays at this junction. This 'hub' could integrate other facilities such as a potential shuttle stop (as applicable), bike facilities and extended pedestrian bridge from Bassendean station. Together, this infrastructure could encourage greater use of public transport; particularly, more boardings and alightings at Bassendean train station. Implementation of this proposal will depend on - among other things - land owner agreements as part of the identified site is held currently in freehold title	Town of Bassendean/Public Transport Authority	Limited support – land tenure and engineering feasibility of extending bridge
PT6	Channelise Ivanhoe Street on approach to Morley Drive to mitigate delays for buses	The approach features currently one stand-up lane. Transperth has reported some delays to buses in this location because of right-turning vehicles holding up left-turning buses in peak hours. Channelisation would split the approach into two lanes (one lane each for left and right-turning vehicles). Junction modelling would be required to test the effects of channelisation and help prove benefits versus costs	Town of Bassendean	Supportive – modelling of the junction will be considered as a future works programme. Council is supportive also of additional channelisation integrated with landscaped medians along Ivanhoe Street at intersecting streets
PT7	Advocate for sinking of Midland line to facilitate at-grade connectivity and new development opportunities in the vicinity of Bassendean station	The Midland line is subject to review in late 2018 as part of METRONET's rail/ road grade-separation programme.	METRONET/Public Transport Authority/Town of Bassendean	Supported
Active transport				
AT1	Design and deliver improved active transport link along Second Avenue between Railway Parade and Walter Road East, according with Town Bike Plan and Station Access Strategy intent	Link missing from strategic network (as proposed). While Second Avenue is a quiet/ local on-street route, it reflects a gap in existing/ proposed infrastructure. More formalised treatments could include a wider (shared) path or 'greenway' as per the Town's current Bike Plan and the draft Bassendean Station Access Strategy involving improved wayfinding and crossing facility at Walter Road East	Town of Bassendean/Department of Transport	Supported

Proposal		Explanation	Responsible authority	Council response
AT2	Advocate/support redesign of Ashfield and Success Hill pedestrian bridges to achieve DDA compliance	Current designs are non-compliant and require remediation	Public Transport Authority/Town of Bassendean	Supported
AT3	Extend Bassendean pedestrian bridge to Kenny Street mobility hub site	Implementation of the proposal will depend on - among things - land owner agreements as part of the identified mobility hub site is held currently in freehold title, and engineering feasibility. Current overpass lands on north side of Guildford Road, leaving pedestrians to cross Guildford Road at-grade. Path width on north side of Guildford Road is very constrained. Infrastructure would support development of a mobility hub at Kenny Street	Public Transport Authority/Town of Bassendean	Limited support – land tenure and engineering feasibility of extending bridge
AT4	Assess opportunity to improve current design of Wilson Street subway as a key north-south access for pedestrians and cyclists of all abilities	Existing subway is narrow and rates poorly from a Crime Prevention Through Environmental Design (CPTED) perspective. Furthermore, the path returns to the surface on the north side of Guildford Road, leaving active transport users to cross Guildford Road at-grade	Public Transport Authority/ Department of Transport/ Town of Bassendean	Supported
AT5	Deliver active transport route along Swan River between Guildford Road and Sandy Beach Reserve, tying in with potential bridge to City of Belmont	There is a desire line for recreational and utilitarian travel between the Midland PSP and a potential future Swan River crossing at Sandy Beach Reserve (or proximity). Deliverability is a challenge because of current land tenure along the Swan River foreshore	Town of Bassendean	Limited support – land tenure and design solution may be challenging to define and expensive to construct. May be considered as a longer-term strategy and would need further investigation to understand feasibility and cost.

Proposal	Explanation	Responsible authority	Council response	
<p>AT8</p>	<p>Create Town of Bassendean micro-funding account for small active transport improvements</p>	<p>Provide minor financial support for small businesses looking to improve their bicycle parking and end-of-trip facilities. Opportunities to link such a fund to State grants should be explored</p>	<p>Town of Bassendean</p>	<p>Supported</p>

Proposal		Explanation	Responsible authority	Council response
Road network				
RN1	<p>Advocate for an alternative treatment to MRWA's proposal for Guildford Road corridor (<u>western Town boundary to West Road</u>) to one which :</p> <ul style="list-style-type: none"> Balances local access needs and amenity, transit-oriented development, multimodal safety and comfort, and strategic network objectives Achieves signalisation of Colstoun Road/ Guildford Road intersection Retains key local street links under suitable traffic management 	<p>Main Roads WA has prepared draft concept for Guildford which is not supported by the Town and is under review by the Western Australian Planning Commission. The plan is as yet unfunded and MRWA has advised that it is envisaged that the need and extent of further stakeholder consultation, including the general community, will be determined as part of the Western Australian Planning Commission's consideration of the review that MRWA has undertaken.</p> <p>The Town needs to prepare alternative treatments (supported by traffic analysis) in consultation with the community.</p>	Main Roads WA/Town of Bassendean/ WAPC	<ul style="list-style-type: none"> Council does not support the Main Roads WA concept. Council's preference is for a cross-section incorporating median and suitable channelisation that mitigates impacts on verge trees and potential for induced traffic, helps the Town deliver on infill targets and retains key local street access. Council's preference is for signalisation of Guildford Road Colstoun Road including connection of the PSP to the south side of Guildford Road and the Ashfield bridge

Proposal		Explanation	Responsible authority	Council response
RN2	<p>Advocate for an alternative treatment for Guildford Road corridor (<u>West Road to Swan River</u>) to one which:</p> <ul style="list-style-type: none"> Balances local access needs (both in the Town and adjoining Guildford centre) and amenity, transit-oriented development, multimodal safety and comfort, and strategic network objectives Achieves reasonable signal phasing at intersection of Guildford Road/West Road associated with Lord Street/West Road bridge widening and anticipated intersection upgrade Retains key local street links under suitable traffic management (in particular Guildford Road/North Road/Earlsferry Court) 	See RN1	Main Roads WA/Town of Bassendean/ WAPC	<ul style="list-style-type: none"> Council does not support the Main Roads WA concept. Council's preference is for the Town to input to design for other road upgrades including bridge works and intersection treatment at Guildford Road/North Road/Earlsferry Court
RN3	Convert Walter Road East from four travel lanes to two with median division	Capacity along Walter Road East is constrained already by the single-lane roundabout at Iolanthe Street. Furthermore, Walter Road East terminates to the east at Lord Street and is not forecast by Main Roads WA's Regional Operations Model to accommodate significantly more traffic by 2031. In the interests of improving traffic conditions (e.g. introducing channelisation and median storage) and creating a safer, more efficient active transport linkage, Walter Road East should be converted to a two-lane street with median division to provide protected right-turns	Town of Bassendean/Department of Planning, Lands and Heritage	Supported - Council resolved in this respect at its Ordinary Council Meeting held on 28 August 2018. Implementation would require further design assessment and modelling in consultation with Department of Planning, Lands and Heritage (Walter Road East is an Other Regional Road reserved in the Metropolitan Region Scheme)

Proposal		Explanation	Responsible authority	Council response
RN5	Advocate for traffic signal and boom gate synchronisation at Collier Road/Guildford Road	The Midland PSP connection across Collier Road is blocked often when vehicles queue waiting to turn from Collier Road on to Guildford Road and northbound on Collier Road when the rail boomgates are lowered. Boomgate and traffic signal operations should be synchronised to permit queues to clear and reduce incidences of this blocking	Main Roads WA/Public Transport Authority	Supported – interim measure ahead of more suitable grade-separation treatment as part of METRONET programme
RN6	Assess potential to signalise intersection of Railway Parade/Lord Street	Main Roads WA has advised the Town previously that this intersection is not suitable for signalisation because of proximity to the West Road/Guildford Road intersection; however, this should be revisited because of potential local network permeability and operational benefits, and feasibility of signalling infrastructure such as gantry arms and/ or advanced warning flashing lights on approach to address sight line issues	Town of Bassendean/Main Roads WA	Limited support – engineering feasibility and modelling required to ascertain impacts. Consideration will be given to modelling the impacts as part of a future works package
RN8	Design and consult to further refine proposed conversion of Walter Road East/Lord Street/Seventh Avenue to four-way signalised intersection (and conversion of Success Road access to left-in/left-out)	The Town has engaged with the local community and SHAG re improving access to the urban cell north of Success Hill train station, which is limited to one vehicular access point (all movements, unsignalised access at Success Road/Lord Street). Some residents have raised concerns about peak hour delays at this location. Signals at Walter Road East/Lord Street/Seventh Avenue would yield several benefits: <ul style="list-style-type: none"> • Deliverability of an east-west walking and cycling connection between the Success Hill precinct and Walter Road East • Improved road access to the Success Hill precinct, which is also important for emergency ingress/egress • Controlled traffic turning manoeuvres • Reduced vehicular conflicts at Lord Street/Success Road, which could be converted to left-in/left-out • Gaps in traffic travelling southbound along Lord Street, which may improve peak hour operation at Railway Parade/Lord Street • Low likelihood of additional traffic infiltration through Success Hill because there are no through routes. A local traffic modelling study would be required to resolve the merits of this proposal and should include development of concept plans for consultation.	Town of Bassendean/Main Roads WA	Limited support -modelling required to ascertain impacts and test alternative configurations; concerns relating to redistribution of traffic and compromise of plans for alternative cross-section for Lord Street (RN9). Consideration will be given to modelling the impacts as part of a future works package

Proposal		Explanation	Responsible authority	Council response
LD2	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	stations in the Town of Bassendean are yet to be fully identified. As a temporary measure, it will see increased park and ride supply and demand at Ashfield station which would need to be considered as part of any short to medium term development planning around that station.	Public Transport Authority/Town of Bassendean	Supported
Government procurement				
GPI	Establish new fleet procurement protocols in line with transport vision for Bassendean	Vehicle procurement should be limited to (subject to achieving Council's minimum ANCAP rating specifications): <ul style="list-style-type: none"> • Electric or hybrid vehicles • LNG vehicles • Other low emissions vehicles according with the Australian Green Vehicle Guide¹. 	Town of Bassendean	Supported

¹ <http://www.greenvehicleguide.gov.au/pages/Information/RankingAndMeasurement>

4.2 Strategy development

A range of preliminary analyses were conducted within the scope of the project² to develop key strategies further and test deliverability. Furthermore, several proposed strategies and actions were analysed as part of a review of the FRH in Bassendean (collector and arterial roads), including:

- **PT6** – Channelise Ivanhoe Street on approach to Morley Drive to mitigate delays for buses
- **RN3** - Convert Walter Road East from four travel lanes to two with median division
- **RN9** - Undertake further investigation to support alternative design concept (boulevard with central median) for Lord Street south of Morley Drive.

The FRH review is included in **Section 4.3**.

4.2.1 Parking (P)

P1: Preparation of town-wide parking strategy to replace 2011 draft

Arup reviewed parking issues and opportunities in Bassendean at a high level. This is in the absence of recent parking data (utilisation, duration-of-stay), or a detailed parking inventory being available for review³.

In 2011, the Bassendean Town Council adopted its current Parking Strategy. Being eight years old, the strategy does not reflect the current metropolitan or local planning frameworks (e.g. Perth and Peel @3.5M, the Town's Strategic Community Plan 2017 – 2027) and needs to be reviewed. An overarching recommendation from this Local Integrated Transport Plan is that a new town-wide parking strategy be prepared to provide a framework for parking provision addressing:

- Provision of bicycle parking and end-of-trip facilities
- Regime for service/ commercial vehicle parking in activity centres and mixed use precincts
- Optimising parking supply by providing for parking on a precinct basis at key locations (Bassendean Town Centre, Bassendean Oval and Ashfield Town Centre). This allows for reciprocal parking, provides a mechanism for collection of cash-in-lieu and involves identifying new sites for public parking stations
- Adapting parking enforcement methods to utilise smart technologies.

Increased residential density and mixed use development in Bassendean will lead to stronger demand for on- and off- street parking. Locations where residential

² Project limitations are addressed in Section 6.1 of the report. In particular, the scope did not include local network traffic modelling. Selected engineering feasibility assessments were of a provisional, high-level nature, only.

³ It is anticipated that such data will be collected as part of the 2011 strategy update, which Arup understands that the Town will be initiating in the current financial year.

density is proposed include rail station precincts, key bus corridors and the Bassendean Town Centre. A balance needs to be achieved between supplying parking to meet reasonable demands while also acknowledging that an oversupply of parking will compromise the Town's TOD objectives.

Key parking-related challenges and opportunities for Bassendean, as it develops with more density and greater mix of land uses, are likely to include:

- Changes in travel patterns and rail station patronage at Ashfield and Bassendean stations arising from the Morley-to-Ellenbrook rail project, noting that (as a temporary measure to offset a loss in parking supply at Bayswater Station) the park and ride supply at Ashfield Station is to increase.
- Parking overspill from rail stations into adjacent activity centres and residential areas
- Oversupply of parking in activity centres particularly if parking is only considered for individual developments rather than on a precinct-level basis (common user facilities)
- Onerous and inflexible parking standards stifling new development
- Poor urban-design outcomes where parking dominates streets and detracts from pedestrian amenity and/or heritage character.

These issues are the primary focus of this plan and explored under the following themes:

- Key strategy update criteria
- Rail station/ TOD precincts
- Residential areas and heritage precincts.

Arup anticipates the aforementioned themes informing the 2011 Strategy update.

Key strategy update criteria

The 2011 Draft Strategy was never finalised and while many of the recommendations are consistent with TOD objectives it appears that a number of the policy changes recommended were not implemented. A new strategy should (*inter alia*):

- Review the 2011 Strategy to determine the status of recommendations and their ongoing relevancy
- Establish baseline parking supply and demand through surveys and development of a parking inventory
- Review the balance between supply and demand to determine the need for changes to time restrictions and understand locations where parking overspill is occurring (and problematic)
- Identify new parking provision standards (maximums rather than minimum rates) for a more streamlined list of land uses through:
 - Identifying capacity of the network to absorb additional traffic

- Benchmarking against successful TODs (as relevant) with similar characteristics
- New parking rates were not defined in the 2011 Draft Strategy but this was a key recommendation.
- Developing a suite of policy reform – applicable to the Town’s Local Planning Scheme and/or supporting local planning policy – including:
 - Prescribing maximum parking provision rates for non-residential uses based on analysis and evaluation as described above. Different rates may apply depending on proximity to rail stations
 - Reducing land use categories for simplicity and to support changes in use without a need to revisit parking requirements
 - Providing greater clarity on grounds when cash-in-lieu will be accepted and consider extending the timeframe for holding funds (currently 18 months) to allow time for business case preparation, funding to be sourced, design and construction
 - Introducing a clause(s) for bicycle parking including minimum rates for non-residential developments and requirements for end-of-trip facilities
 - Establishing criteria for adaptive reuse, provision of electric vehicle recharging facilities and pick-up/set-down provisions.
 - Identifying a site for development of a common user parking facility in the Town Centre (which may be funded or part-funded via cash-in-lieu) and prepare a business case
 - Developing a regime for monitoring and enforcing parking, which uses appropriate parking technologies.

Rail station/TOD precincts

Parking at rail stations is managed and controlled by the PTA. The Town is responsible for managing parking around stations (including street parking). Delivery of the Morley-to-Ellenbrook rail line will change travel patterns in Bassendean and station catchments, and these changes are likely to impact both demand for formal station facilities and non-station parking assets.

The route and station locations are being evaluated currently as part of planning and engineering feasibility works. New stations will be located to the west and north of the Town of Bassendean and may lead to reduced patronage and park-and-ride demand at Bassendean station. A reduction in parking demand could provide opportunities for existing park-and-ride to be redeveloped partially as TOD helping the Town to meet infill targets (see **LD2**).

This redevelopment opportunity was explored as part of the draft Station Access Strategy for Bassendean; particularly in the context of the Morley-to-Ellenbrook rail project. The preferred strategy involved retaining current park-and-ride supply and supplementing this with use of parking south of Guildford Road (e.g. the Wilson Street car park). The use of free, all-day parking in this location by rail station patrons was recommended in the 2011 Draft Parking Strategy recommended; however, Arup believes that this should be discouraged due to

impacts on local businesses, the accessibility of the Town Centre and potential for redevelopment of these parking sites in future as TOD.

Further consultation should be undertaken with METRONET as the route definition and business case for the Morley-to-Ellenbrook project progress. Any option that reduces the catchment of Bassendean station should be seen as an opportunity to release parking areas for redevelopment and impetus for TOD.

Ashfield attracts very little park-and-ride or kiss-and-ride traffic, featuring no formal parking facilities. The draft Ashfield Station Access Strategy considered a future scenario involving an increase in demand for informal parking through use of on-street bays on surrounding streets. The associated amenity and parking availability issues for surrounding residences and businesses were highlighted as key issues why such patterns of use should not be encouraged. Significantly, such patterns of use could eventuate anyway and accordingly, the new Parking Strategy should define a parking management regime to mitigate such risks.

Success Hill station experiences the second lowest level of patronage on the metropolitan network. This is a product of many factors including the limited and constrained catchment, low dwelling densities, some walking and cycling accessibility issues, proximity of other stations and lack of vehicular arrival facilities (bus stands and park-and-ride/ kiss-and-ride).

The Town's elected members have stressed the importance of enhancing accessibility to and boardings at Success Hill station. Elsewhere on the rail network, a common strategy to increase boardings has been to add vehicular arrival facilities. In this case, there is limited access to the external road network, and minimal support from elected members and the wider community to improve access to the station other than for walking and cycling modes. Furthermore, there are space constraints limiting opportunities for new arrival facilities such as parking.

For these reasons, Arup does not recommend consideration of park-and-ride and kiss-and-ride at Success Hill. Rather, active transport accessibility should be improved (see **AT1**). This is consistent with the draft Station Access Strategy recommendations.

Residential areas and heritage precincts

Under the Town's Local Planning Scheme No. 10, residential parking provisions are prescribed by the Residential Design Codes of Western Australia (R Codes). The R Codes specify parking maximums, applying lower maximums in locations close to rail stations. The R Codes provide a reasonable basis to guide future parking provision in the Town as it works to fulfil density targets. Planning reform should consider introducing opportunities for proponents to unbundle parking from the sale of units so that the take-up of parking is a conscious choice and the costs associated with that choice are clear.

Use of informal/street parking around train stations was acknowledged in the Station Access Strategies. Parking around the stations should be monitored and enforced, and a regime for management should be developed where parking overspill is creating amenity issues or a parking shortfall in residential neighbourhoods.

Design guidance should be developed for the provision of parking to ensure that it is provided in a manner sympathetic to built form and character in the Town's heritage precincts. The guidance should include advice to developers/ planners on grounds for cash-in-lieu where there are limitations to supplying parking because of heritage issues.

4.2.2 Public Transport (PT)

PT1: Improve pedestrian and cyclist access to Success Hill train station

Providing an improved active transport connection between Success Hill train station and Bassendean Oval is an important objective of the Town. This connection is envisaged to improve the walkability of the station catchment. Presently, the pedestrian access is via Thompson Road and Lamb Street, and an at-grade crossing of Guildford Road via the traffic signals at Lord Street/West Road/Guildford Road. This crossing requires pedestrians to cross two left-turn slip lanes and actuate the pedestrian crossing lantern.

An alternative proposal is a grade-separated crossing facility. Arup conducted a preliminary investigation of an overpass. An underpass was not considered for comparative cost and engineering feasibility reasons. The provisional analysis (**Figure 2**) shows two potential span options. Option 1 involves an overpass located immediately north of the current car park at Bassendean Oval while Option 2 is an overpass close to the intersection with West Road.

Option 2 is significantly space-constrained, requiring a less efficient design and is located very close to the existing at-grade crossing location. Option 1 is comparatively more feasible, spanning between land zoned residential (land tenure not reviewed) on the north side of Guildford Road and land to the south reserved Primary Regional Road (PRR) under the Metropolitan Region Scheme (MRS). Overhead power lines are constraints requiring remedial action should this or a similar scheme be pursued.

The overpass proposal represents a more significant investment proposition compared to the recommendations in AECOM's draft Station Access Strategy for Success Hill, which included route upgrades via Thompson Road and Lamb Street including improved lighting.



NOTE

- 1) THE OPTIONS PROVIDED WITHIN ARE CONCEPTUAL AND HAVE BEEN DEVELOPED FOR DISCUSSION PURPOSES ONLY
- 2) TECHNICAL CRITERIA:
- VERTICAL CLEARANCE REQUIRED: 1.2M
- GRADE TOLERANCE: 1% TO 1% 20
- MINIMUM RAMP LENGTH: 15M
- RAMP OVERPASS WIDTH: 15M MINIMUM
- 3) EXISTING OVERHEAD POWER LINES WITHIN THE NORTH AND SOUTH VERGES OF SALSFORD ROAD WHICH PREACT PROPOSED OVERPASS ALIGNMENTS
- 4) CONCEPTUAL OPTIONS DO NOT TAKE INTO ACCOUNT THE LOCATION OF UNDERGROUND SERVICES AND RELOCATION OF SERVICES WHICH MAY BE REQUIRED TO SUPPORT STRUCTURAL ELEMENTS AND ASSOCIATED INFRASTRUCTURE

ARUP	
BASSENDEAN TRANSPORT STUDY	
SALSFORD ROAD PEDESTRIAN OVERPASS	
SK001	A

Figure 2 – Success Hill-Bassendean Oval overpass options (provisional feasibility analyses)

PT2: Plan for extended platforms at Bassendean train station and active transport link aligned with Park Lane

Other consultants completing studies on behalf of the Town of Bassendean have recommended active transport connections over Guildford Road aligned with Park Lane. The benefits of such a connection include a grade-separated crossing facility of Guildford Road (not provided presently at nearby Old Perth Road), and in future, more direct connectivity to the Wilson Street parking area, which is under Council ownership and favoured for redevelopment.

An overpass connection, preferred compared to an underpass for cost and engineering feasibility reasons, would need to tie into extended platforms at Bassendean train station. Platform extensions are likely anyway as part of the State Government's METRONET programme, to support longer trainsets operating on the Midland line. In Arup's view, while such an overpass would provide improved access directly to the station platforms, the project should be considered as an alternative (not in addition) to an extension of the existing train station overpass across Guildford Road (discussed below under **PT5**), at least, for the medium-term.

A provisional engineering analysis (**Figure 3**) shows a range of potential span options. The work demonstrates that a span could be delivered but further engineering and cost investigations are required, as is consultation with the Public Transport Authority.



Figure 3 – Park Lane-Bassendean train station overpass options (provisional feasibility analyses)

PT3: Implement a micro-transit or mobility partnership trial in Bassendean with emphasis on southern catchment

Council has limited appetite for improved public transport accessibility to the southern catchment of the town despite the low level-of-service provided by the 55 route, currently (**Figure 4** and **Table 3**). This is because:

- The catchment size and immediate-to-medium-term ridership potential is limited, meaning any traditional Transperth or micro-transit service would require considerable subsidy to provide a reasonable level-of-service
- While bridge connections to Belmont may provide context for through-running Transperth services, the bridge and approaches would impact on the Swan River foreshore environment and affect the amenity of residents on quiet residential streets.

Alternatively, Council is willing to consider exploring a mobility partnership approach with support of the Department of Transport. Such schemes, which have been piloted in various international contexts, may include government subsidy of trips operated by private rail-hailing service providers originating at or destined for train stations within the town.

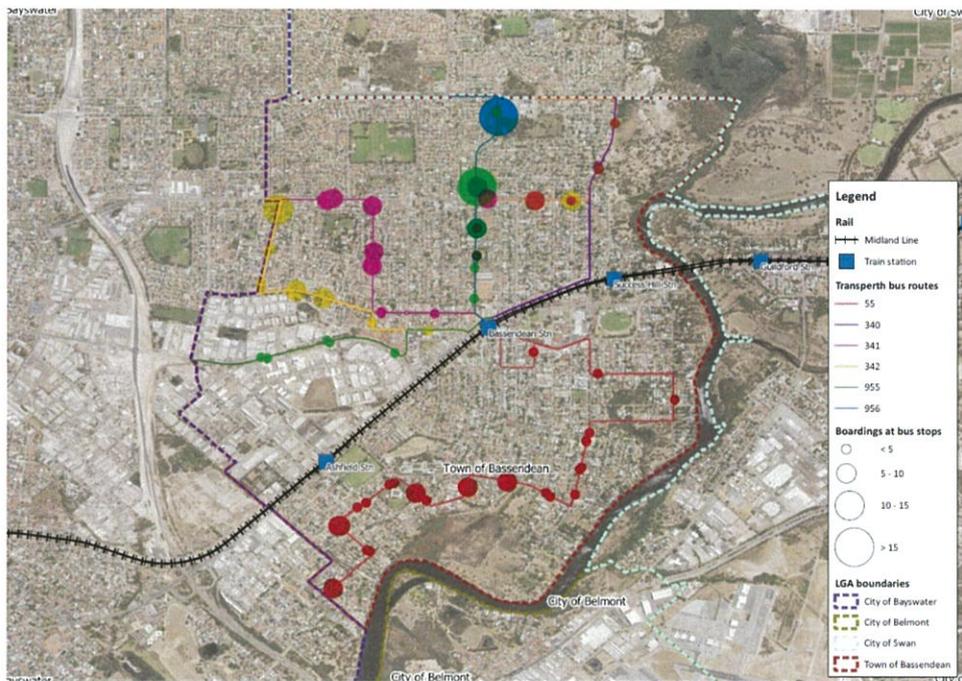


Figure 4 – Bus route/stop utilisation in Town of Bassendean (March 2017)

Table 3 – Comparative weekday boarding and alighting (March 2017)

Catchment	Route	Stops	Boardings	Alightings
North	340	At Bassendean Stn	132	141
		Not at Bassendean Stn	5	5
		Total	136	146
	341	At Bassendean Stn	171	175
		Not at Bassendean Stn	77	106
		Total	248	281
	342	At Bassendean Stn	128	130
		Not at Bassendean Stn	83	86
		Total	211	216
	955	At Bassendean Stn	412	393
Not at Bassendean Stn		82	90	
Total		494	483	
956	At Bassendean Stn	395	500	
	Not at Bassendean Stn	43	40	
	Total	438	540	
South	55	Total	137	122

PT5: Establish a mobility hub at junction of Kenny Street/Guildford Road

Elected members supported the proposition to construct kiss-and-ride bays on the southern side of Guildford Road at the intersection with Kenny Street, where there is Council land that can be utilised for this purpose (**Figure 5**). This is consistent broadly with AECOM's recommended provision for Bassendean train station as part of the relevant Draft Station Access Strategy.

There was less support for development of a more comprehensive mobility hub in this location, which could include shuttle stops, bicycle lockers, an expanded pick-up/set-down area for taxis/ride-hailing services and a new landing for the station overpass. Shuttle stops are not required absent a micro-transit shuttle service (**PT3**) while the latter two are difficult to facilitate owing to space constraints and current land tenure; however, they may be retained as longer-term aspirations (see also **PT2**).

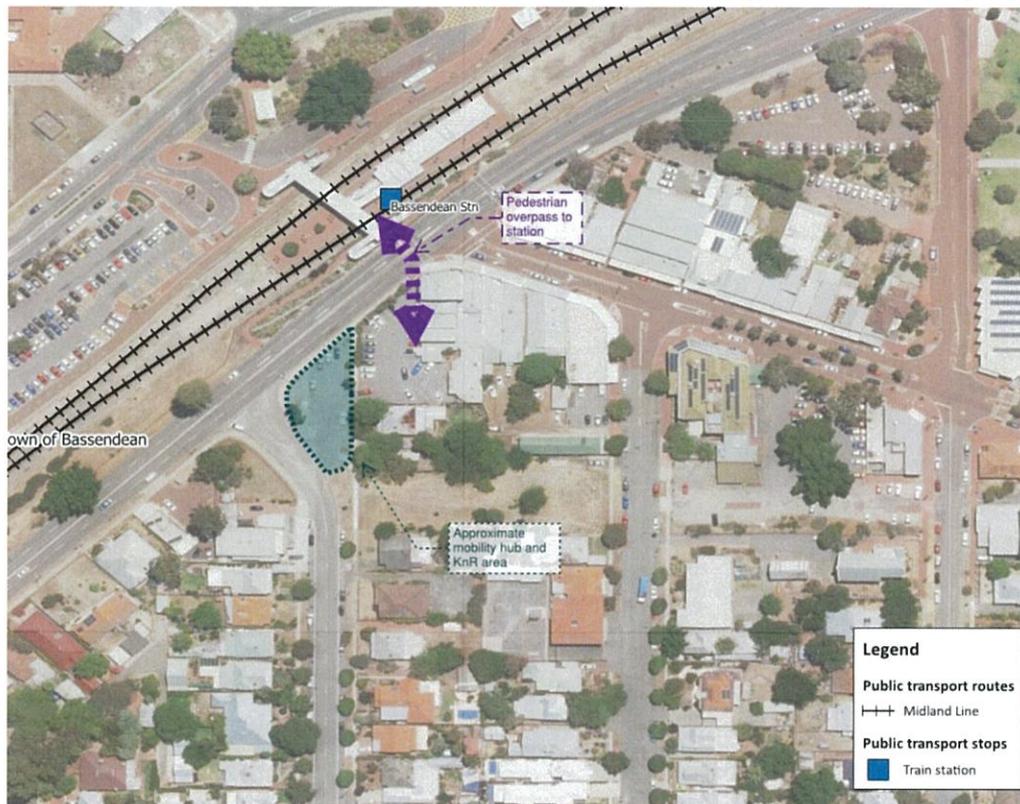


Figure 5 – Revised Kenny Street mobility hub concept

PT6 (and RN3 and RN9): Channelise Ivanhoe Street on approach to Morley Drive to mitigate delays for buses

The proposal was supported in-principle by elected members; however, particular needs will be subject to future study including traffic analyses/modelling. In contrast, there was strong support for an assessment of the feasibility of re-treating Ivanhoe Street (Broadway to Morley Drive), Walter Road East (Beechboro Road to Lord Street) and Lord Street (Morley Drive to Anzac Terrace) as two-lane, median-divided (and tree-lined) boulevards with improved pedestrian, cycling and vehicle turning facilities. These re-treatments are analysed further in **Section 4.3** as part of the FRH review.

Various examples of similar such treatments include Cinnabar Drive in Eglinton, WA (**Figure 6**), Scarborough Beach Road in Mount Hawthorn, WA (**Figure 7**) and Englorie Park Drive in Glen Alpine, NSW (**Figure 8**). In 2015/2016, Scarborough Beach Road east of Main Street, for example, accommodated average weekday traffic of 14,300 vehicles.



Figure 6 – Cinnabar Drive, Eglinton, WA



Figure 7 – Scarborough Beach Road, Mount Hawthorn, WA



Figure 8 – Englorie Park Drive, Glen Alpine, NSW

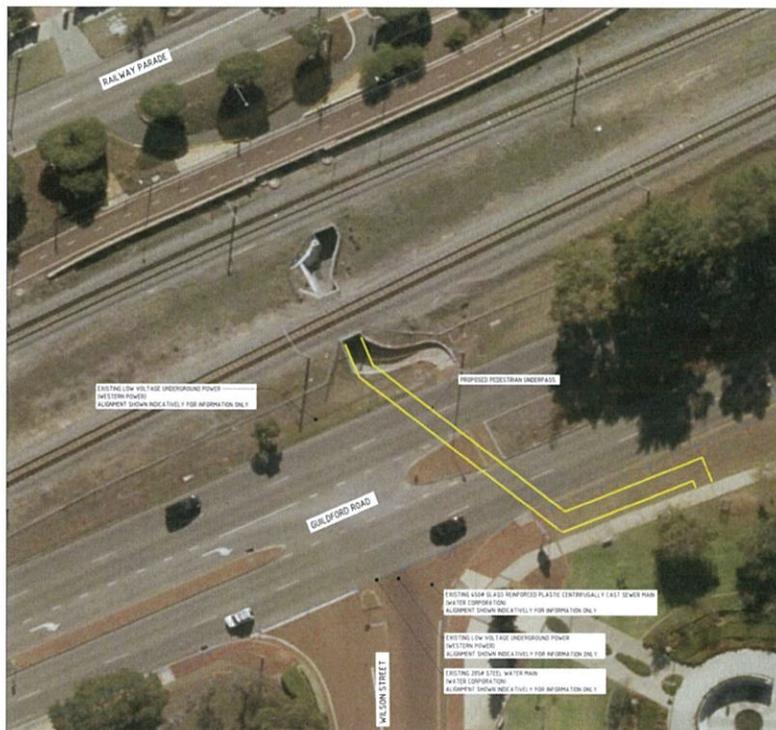
4.2.3 Active Transport (AT)

AT4: Assess opportunity to improve current design of Wilson Street subway as a key north-south access for pedestrians and cyclists of all abilities

The existing Wilson Street subway provides an active transport connection between Second Avenue and Wilson Street; however, it requires users to cross Guildford Road at-grade. While there is a median refuge for two-stage crossings, the crossing itself is uncontrolled. The nearest alternative crossing locations are at Bassendean train station (requiring also a crossing of Guildford Road at-grade via signals at Old Perth Road) and Lord Street (signalised crossing).

A preliminary review of feasibility of extending the subway shows a long tunnel and ramping structure, as well as relocation of utilities would be required (**Figure 9**). The resulting tunnel would also be uncomfortable for users and present CPTED issues. A wider tunnel (including widening of the existing subway) may address CPTED concerns in-part, but at significant cost.

The difficulty of extending the tunnel and opportunity to install a grade-separated crossing at Park Lane (**PT2**), mean that an improvement of the Wilson Street crossing should be limited to minor design upgrades of the at-grade facility.



NOTE

1. THE SKETCH PROVIDED IS CONCEPTUAL AND HAS BEEN DEVELOPED FOR DISCUSSION PURPOSES ONLY.
2. THE DESIGN IS SUBJECT TO BE VIEW AND CONFIRMATION OF EXISTING UNDERPASS LEVEL, DIMENSIONS AND LOCATION OF ALL EXISTING UTILITY INFRASTRUCTURE WITHIN THE PROPOSED WORK AREA.
3. EXISTING WATER SUPPLY MAINS, 15KV AND 66KV WATER MAINS AND WATER METER BOXES ARE LOCATED WITHIN THE SOUTHERN VERGE OF GULFORD ROAD. THE ALIGNMENT OF THE PROPOSED UNDERPASS WILL REQUIRE THESE ASSETS TO BE RELOCATED.
4. THE LOCATION AND ALIGNMENT OF EXISTING STORMWATER DRAINAGE AND CONVEYANCE INFRASTRUCTURE WITHIN GULFORD ROAD HAS NOT BEEN CONSIDERED OR DOCUMENTED AS DETAILED INFORMATION WITH RESPECT TO THESE SERVICES IS NOT CONSIDERED TO BE AVAILABLE.
5. BARRIERS ARE REQUIRED TO BE INSTALLED ALONG THE NORTHERN AND SOUTHERN VERGE OF GULFORD ROAD ON THE APPROACH LEAD TO THE PROPOSED UNDERPASS.
6. TECHNICAL CRITERIA:
 - VERTICAL CLEARANCE REQUIRED: 3.0M
 - GRADE TOLERANCE: 1% TO 1.5%
 - PROPOSED RAMP LENGTH: 75M
 - RAMP WIDTH: 3.0M WITH 1.5M SHOULDER



Figure 9 – Wilson Street subway extension (preliminary concept)

AT6: Convert water pipe over Swan River north of Guildford Road to active transport crossing

A community member proposed during Phase 1 of the current project that the existing water pipe, aligned between River Street in Bassendean and Swan Street in Guildford, could have a pathway installed on its top. The proposition requires further feasibility analysis in consultation with Water Corporation; however, the alignment would suit active transport trips across the river with relatively minimal investment in new pathway infrastructure (**Figure 10**). Nonetheless, Arup considers this to be a low priority given the proximity of the Midland PSP.

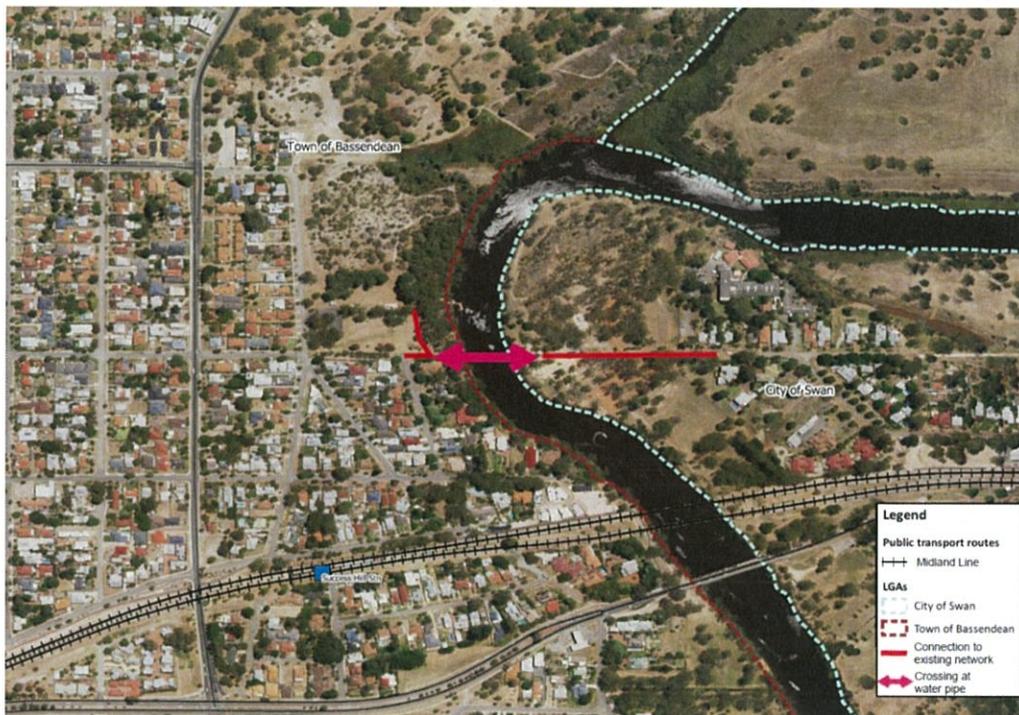


Figure 10 – Proposed water pipe pathway alignment

4.2.4 Road Network (RN)

RN1 and RN2: Guildford Road Corridor

Figure 11 shows the particular sections of and locations along Guildford Road where local access, amenity and active transport connectivity should be addressed in new concept designs, and treated by Council as priorities.

Guildford Road is a Primary Regional Road (PRR) reserved in the Metropolitan Region Scheme (MRS) under care-and-control of Main Roads WA. Main Roads WA has developed a conceptual design treatment for the corridor that is not supported by the Town. It includes:

- Two through traffic lanes in each direction and a protected right turn pocket in strategic locations
- Some widening (and therefore amendment to the Metropolitan Region Scheme)

- Channelisation at intersections
- Removal of mature trees along Guildford Road
- Construction of a median west of West Road
- Some intersection modifications including some closures
- Construction of a new bridge over Swan River (four lanes)
- Upgrade of Guildford Road to four lanes through to the Guildford Town Centre
- Installation of a dual-lane roundabout at Guildford Road/ North Road/ Earlsferry Court.

The plans have not addressed design treatments through the Guildford town centre, east of the Swan River crossing.

It is understood that WAPC is currently reviewing the conceptual corridor plans developed by Main Roads WA, but the works are yet unfunded. It is strongly recommended that the Town engages with WAPC to proactively make sure that the following key issues are addressed:

- Guildford Road west of Lord Street has an existing, inefficient four-lane undivided cross-section. Performance improvements are likely following installation of a median and turning channels. It is in the Town's interests to see local network access retained in key locations including Pearson Street, Colstoun Road, Shackleton Street, Bridson Street and Kenny Street
- Guildford Road east of Lord Street is part of a strategic district road connection including Lord Street and Great Eastern Highway identified by both City of Swan and Main Roads WA. Nonetheless, this entire corridor is constrained by the limited capacity along Lord Street and through Guildford Town Centre, and the indirectness of the link (requiring turns at Guildford Road and Great Eastern Highway). Other sub-regional road links are more efficient and programmed for upgrades; particularly, Tonkin Highway and Great Eastern Highway Bypass
- Upgrades to Guildford Road may induce sub-regional traffic through Bassendean, compromise opportunities for transit-oriented development, which are intended to deliver on the Town's infill targets as per Perth @3.5 million, and impact on local accessibility and amenity including a large number of mature trees.

Development of a preferred, alternative concept scheme in collaboration with Main Roads WA is outside of the scope of this study but is recommended as priority for the Town. Furthermore, the Town is recommended to review the data and analyses underpinning the current concept for Guildford Road, including:

- Land use assumptions including preservation and enhancement of access to Ashfield, Bassendean and Success Hill train stations commensurate with Bassendean's infill program
- Assumptions regarding public transport supply including Morley-Ellenbrook Line, Forrestfield Airport Link, station locations, patronage, and park-and-ride provisions

- Mode share assumptions
- Other network assumptions (e.g. upgrades to other strategic road infrastructure such as Guildford Road through Guildford Town Centre and the proposed Benara Road connection across Swan River supported by City of Swan)
- Calibration of ROM forecasts including with forecasts generated by STEM, which is being used to assess impacts associated with other major transport projects including MEL
- Micro-simulation and/or other tools used to assess the function of Guildford Road
- Assessment of alternative treatments for Guildford Road.

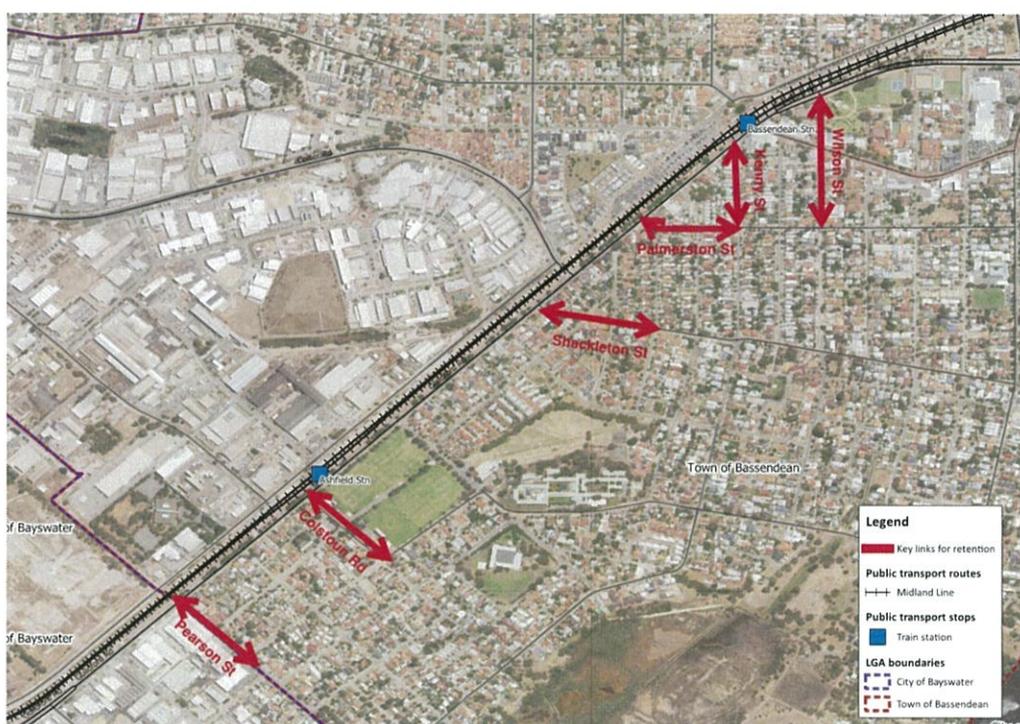


Figure 11 – Guildford Road corridor key locations and sections

RN10: Create a pedestrian friendly town centre and community centres through implementing self explaining streets design and management principles to encourage slowing of vehicular traffic

Various research projects have demonstrated road safety benefits associated with speed limit reductions in urban contexts and concluded that such reductions tend to have marginal impacts on travel times. In particular, 30-40 km/h speed limits on local streets have strong support in the literature and professionals in Perth are advocating for these lower limits based on sound engineering and road safety practice⁴.

⁴ Archer J., Fotheringham N., Symmons M. and Corben B. (2008) *The Impact of Lowered Speed Limits in Urban and Metropolitan Areas*, Monash University Accident Research Centre, January;

Nevertheless, speed limits under 50 km/h remain uncommon; even in urbanised areas. The 40 km/h speed limit on select streets in Perth CBD is one of the limited examples across the Perth metropolitan area.

Arup recommends that the Town of Bassendean identifies priority locations (the Bassendean Town Centre plus select community hubs) where self-explaining street designs and management will be implemented aimed at reducing vehicular speeds and giving pedestrians priority. The Town will need to develop and implement guidelines but also assess the specific needs of locations. A pilot study could be carried out where baseline traffic conditions are recorded before and after interventions are trialled to identify which measures are effective and undertake a basic cost-benefit analysis. This would be done before rolling out interventions more widely through the Town.

LD2: Investigate redevelopment of the Bassendean park-and-ride site

The Town is committed to facilitating increased activity intensities in close proximity to the three train stations. Presently, the Bassendean station park-and-ride facility, provided at-grade, occupies prime land to the north of the station/Midland line.

Arup conducted a first-principles assessment of potential park-and-ride demand reassignment from Bassendean station to new stations on the Morley-Ellenbrook Line as part of Phase 1 of the current project, based on the Minister's preferred alignment (actual alignment still to be resolved). While some reassigned demand could be replaced by future infill development in Bassendean, demand for park-and-ride bays at Bassendean station may reduce by up to 70% based on these calculations.

Part of the site (the northeast portion) is reserved Railway in the Metropolitan Region Scheme while the balance is zoned Urban. It is shown in the Bassendean Town Planning Scheme as road reserve. **Figure 15** shows the potential site area available for redevelopment if this scale of reduction eventuates. This does not allow for any modular or other structured parking solution in future, which could reduce park-and-ride land take as well.

<http://vtpi.org/tdm/tdm105.htm>; <https://www.perthnow.com.au/news/traffic/30kmh-limit-will-save-lives-ng-b88906633z>



Figure 15 – Bassendean train station park-and-ride redevelopment option

4.3 Functional Road Hierarchy review

The review encompassed analyses of the form and function of collector and arterial roads (excepting Guildford Road – see **RN1** and **RN2**) in Bassendean, and assessed the merits of potential streetscape and capacity improvements, and reclassifications. The roads included in the review were (**Figure 16**):

Local Distributor

- Old Perth Road (Guildford Road to West Road)
- Wilson Street (Guildford Road to Old Perth Road)
- Palmerston Street
- Shackleton Street/Bridson Street
- West Road (north of Reid Street)
- Hardy Road
- Reid Street/Haig Street/Colstoun Road
- Ivanhoe Street
- Iolanthe Street (south of Walter Road East)

Distributor (A)

- Collier Road

- Morley Drive
- Lord Street
- Walter Road East

Existing street cross-sections, functional dynamics (based on Movement and Place principles⁵), and speed limits were compared to observed Vehicles Per Day (VPD), modelled base VPD generated by Main Roads WA's Regional Operations Model (ROM), and future (years 2021 and 2031) ROM forecasts. Furthermore, these data were compared to:

- FRH descriptive information
- Equivalent classifications and associated principles, and design and operational criteria in Liveable Neighbourhoods.

The full results of the analyses are shown in **Appendix C** and a summary of findings in **Figure 17**. In particular, the analysis provides support for re-treatment of Walter Road East and Lord Street south of Morley Drive (**RN3** and **RN9**), subject to more detailed traffic assessment and modelling, and supporting concept design.

Of the Local Distributor streets reviewed, only Iolanthe and Ivanhoe Streets are recommended for moderate improvement (where feasible, given road reserve constraints (see Figure 17 and Appendix C). The other Local Distributors, all located south of the railway line, have forms and functions consistent generally with the relevant criteria in the FRH.

They all (excepting Old Perth Road), feature two-lane, undivided cross-sections and direct property access. Furthermore, they provide limited through-traffic functions because of constraints imposed by Guildford Road and the Midland line, and Swan River, meaning they are unlikely to attract significant additional traffic volumes in future.

Old Perth Road has a median-divided two-lane cross-section and features embayed parking. It works well as a town centre street with its current design.

⁵ Movement and Place principles relate to balancing street treatments and modal priorities based on mobility (e.g. through-traffic) and access (e.g. lot access for vehicles, plus walkability and cycling safety and amenity, and public transport provisions). More information is available through VicRoads: <https://www.vicroads.vic.gov.au/traffic-and-road-use/traffic-management/smartroads>.



Figure 16 – Current road hierarchy: Town of Bassendean

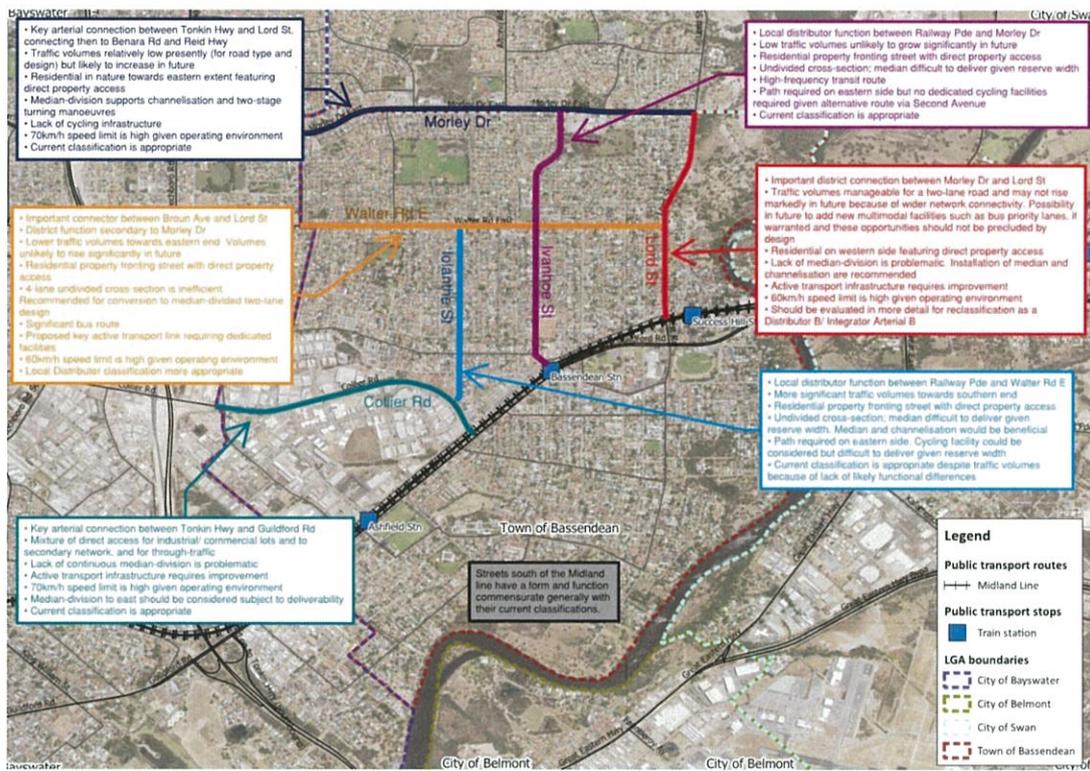


Figure 17 - Summary of FRH review

5 Phase 2 Consultation Summary

5.1 External government stakeholders

A second round of consultation with key stakeholders took place in late 2018. The purpose of these discussions was to provide an overview of the information that was collated as part of Phase 1 of the study but principally to solicit feedback (and get buy-in) on objectives, targets and draft actions. A summary of the key consultation outcomes are provided below.

5.1.1 Main Roads WA

Consultation included a session where Arup tabled the draft actions from the LITP for feedback and a session where representatives from MRWA briefed the Town on the Guildford Road planning review that they have undertaken.

MRWA did not provide support for any alternative to their own proposal for Guildford Road which comprises a five lane cross section (two lanes in each direction with right turn pockets at strategic locations). The cross section is largely consistent with the Metropolitan Region Scheme amendment adopted in the 1990s. A briefing was subsequently set up for the Town to gain a more fulsome understanding of the MRWA proposal for Guildford Road including a basis of their design and the process that would be followed should the plan be implemented. The plan is as yet unfunded and MRWA has advised that it is envisaged that the need and extent of further stakeholder consultation, including the general community, will be determined as part of the Western Australian Planning Commission's consideration of the review that MRWA has undertaken.

Other points of discussion with MRWA the form and function of Lord Street.

5.1.2 City of Swan

The City was generally supportive of the proposals tabled but clarified the following:

- Possible implications of RN1 Guildford Road on the Guildford Town Centre would be a sensitive community issue and community views have not yet been sought
- Noted Bassendean Council resolution in August 2018 that Lord Street (south of Morley Drive) will be retained as two lanes with median division. Noted that network design and operations (arterial links, particularly), need to balance local requirements with district and sub-regional functionality.

5.1.3 City of Bayswater

Consultation with the City of Bayswater primarily focused on the future form and function of Guildford Road (RN1 treatment). Their sentiment was that further

consideration should be given to additional channelisation at intersections and construction of a central median.

They outlined concerns regarding the impacts of the Tonkin Gap project (now a MRWA committed project) on the performance of the Guildford Road/ Tonkin Highway interchange. The City also noted the uncertainty regarding timing of level crossing removals and the final configuration of grade-separations. It was also acknowledged that heavy vehicle access and traffic impacts associated with Tonkin Highway Industrial Estate may need further consideration jointly between the City and the Town.

5.1.4 Department of Planning, Lands and Heritage

The Department provided some feedback in relation to the provisional concepts for Lord Street (south of Morley Drive) and Walter Road East that were tabled. Specific feedback provided by officers was as follows:

- The reservation for Lord Street has been planned to accommodate a dual lane-dual carriageway road (4 lanes plus median) since the 1970s
- The City of Swan has planned it to this standard up to Morley Drive
- The WAPC has already acquired the land for the widening of ORR Lord Street (except for Lot 115 & Lot 41 Lord St and corner truncations on the western side at lots 14 Railway Pde, 23 & 53 Anzac Tce)
- Lord Street (Railway Parade to Morley Drive) is identified as a High priority transit route in the *Perth and Peel @3.5million Central regional planning framework*
- Lord Street (north of Morley Drive) is identified as a high frequency transit route in the *Perth and Peel @3.5million North-East sub-regional planning framework*
- We support and have provided sufficient width for the provision of trees within the road reserve
- We requested that the road is constructed to meet the Other Regional Road function
- The Town should consider the needs of all road users when constructing the road.

DPLH is of the view that detailed modelling and design assessments are required to test these concepts further, and that the needs of all road users (and potential future-proofing requirements), must be included in these assessments. Such assessments may be contemplated as steps following the Bassendean LITP.

5.1.5 PTA/ METRONET

A summary of the key outcomes from discussions with PTA/ METRONET is as follows:

- Success Hill station: acknowledged the Town's position to support the station (despite the low patronage levels) and that any investigations/plans to improve access to the station should be done collaboratively with PTA/ METRONET
- Plan for extended platforms at Bassendean train station and potential active transport link aligned with Park Lane: General concept is supported. Metronet is looking at platform extensions as part of line upgrades, supporting longer train sets and all-stops operations. Potential option for a second passenger entrance to the station noted. Future work will need to include consideration of station operations, particularly the "closed" (i.e. SmartRider fare-gated) platforms and associated infrastructure and staffing costs etc
- Park-and-ride supply (LD2) needs protection based on requirements for the network. The MEL project may create opportunities for some site redevelopment in an integrated way and PTA/ Metronet is willing to work with the Town to contemplate these
- The PTA will be considering potential treatment of the rail line at Collier Road in the next 12 months as part of its planning for removing level crossings on the network. This will consider a range of treatments (raising/lowering rail or a hybrid solution).

5.1.6 Transperth

Transperth advised that it supports future work initiated by the Town that assesses intersection performance at Morley Drive/ Ivanhoe Street, but it is not considered a high priority. Transperth is generally supportive of transit-oriented development and willing to consider a development option integrating structured parking solutions but notes that the impacts of the MEL project on park and ride demand are yet unknown and demand is likely to remain unchanged for the short to medium term.

Difficulties in providing more direct access to Bassendean train station because of infrastructure constraints were acknowledged; however, Transperth generally supports improvements to pedestrians and cyclist infrastructure connecting from the southern side of the rail.

5.2 Bassendean community

A second round of community consultation is planned mid-year 2019 to test views on the the short-listed strategies and actions. While the strategies and actions have been informed by the first round of consultation with the community they have also been shaped by the technical analysis, engagement with stakeholders and feedback from elected members at the Town. It is important to understand community views before this strategy is adopted by the Town.

The Town is currently undertaking consultation as part of the Local Planning Strategy and while transport views could be raised through this process, it is not the intention that this consultation will test the specific transport strategies and action. Accordingly, it is proposed that the second round of engagement will comprise:

- Setting up the ‘Your Say’ online engagement tool on the Council’s website so that the draft strategy (including executive summary and implementation plan) can be viewed and commented on.
- Hosting a two-day community information display where the community can drop in to view a display of plans and provide feedback. This is planned to take place on a weekday and weekend day in June.

Following receipt of comments, the plan will be finalised and able to be endorsed by the Town.

6 Summary, Implementation Programme and Conclusions

The implementation plan will be finalised following a final round of community engagement. The draft plan of actions is listed below.

	Proposal		Responsibility	Priority
Parking	P1	Preparation of town-wide parking strategy to replace 2011 plan	Town of Bassendean	Short
	P2	Supply pilot electric vehicle recharging infrastructure	Town of Bassendean/Public Transport Authority	Short
Public Transport	PT1	Improve pedestrian and cyclist access to Success Hill train station	Town of Bassendean/Public Transport Authority/Main Roads WA	Medium
	PT2	Plan for extended platforms at Bassendean train station and potential active transport link aligned with Park Lane	Public Transport Authority/ Transperth	Medium
	PT6	Channelise Ivanhoe Street on approach to Morley Drive to mitigate delays for buses	Town of Bassendean	Medium
	PT7	Advocate for sinking of Midland line to facilitate at-grade connectivity and new development opportunities in the vicinity of Bassendean station	METRONET/Public Transport Authority/Town of Bassendean	Short (ongoing)
Active Transport	AT1	Design and deliver improved active transport link along Second Avenue between Railway Parade and Walter Road East, according with Town Bike Plan and Station Access Strategy intent	Town of Bassendean/Department of Transport	Short
	AT2	Advocate/support redesign of Ashfield and Success Hill pedestrian bridges to achieve DDA compliance	Public Transport Authority/Town of Bassendean	Medium
	AT4	Assess opportunity to improve current design of Wilson Street subway as a key north-south access for pedestrians and cyclists of all abilities	Public Transport Authority/ Department of Transport/ Town of Bassendean	Short
	AT8	Create Town of Bassendean micro-funding account for small active transport improvements	Town of Bassendean	Short

	Proposal		Responsibility	Priority
Road network	RN1	<p>Advocate for an alternative treatment to MRWA's proposal for Guildford Road corridor (<u>western Town boundary to West Road</u>) to one which :</p> <ul style="list-style-type: none"> Balances local access needs and amenity, transit-oriented development, multimodal safety and comfort, and strategic network objectives Achieves signalisation of Colstoun Road/ Guildford Road intersection Retains key local street links under suitable traffic management 	WAPC/ Main Roads WA/Town of Bassendean	Short (ongoing advocacy)
	RN2	<p>Advocate for an alternative treatment for Guildford Road corridor (<u>West Road to Swan River</u>) to one which:</p> <ul style="list-style-type: none"> Balances local access needs (both in the Town and adjoining Guildford centre) and amenity, transit-oriented development, multimodal safety and comfort, and strategic network objectives Achieves reasonable signal phasing at intersection of Guildford Road/West Road associated with Lord Street/ West Road bridge widening and anticipated intersection upgrade Retains key local street links under suitable traffic management (in particular Guildford Road/North Road/Earlsferry Court) 	WAPC/ Main Roads WA/Town of Bassendean	Short
	RN3	Convert Walter Road East from four travel lanes to two with median division	Town of Bassendean/Department of Planning, Lands and Heritage	Medium
	RN5	Advocate for traffic signal and boom gate synchronisation at Collier Road/Guildford Road	Main Roads WA/Public Transport Authority	Short– interim measure ahead of more suitable grade-separation treatment as part of METRONET programme

	Proposal	Responsibility	Priority
	RN6	Assess potential to signalise intersection of Railway Parade/Lord Street	Town of Bassendean/Main Roads WA Short – engineering feasibility and modelling required to ascertain impacts with a view to deciding whether this proposal should be adopted
	RN8	Design and consult to further refine proposed conversion of Walter Road East/Lord Street/Seventh Avenue to four-way signalised intersection (and conversion of Success Road access to left-in/left-out)	Town of Bassendean/Main Roads WA Short – engineering feasibility and modelling required to ascertain impacts with a view to deciding whether this proposal should be adopted
	RN9	Undertake further investigation to support alternative design concept (boulevard with central median) for Lord Street south of Morley Drive	Town of Bassendean/Department of Planning, Lands and Heritage Short: planning studies and analysis Medium/ Long: implementation/works
	RN10	Create a pedestrian friendly town centre and community centres through implementing self explaining streets design and management principles to encourage slowing of vehicular traffic	Town of Bassendean Short
	RN11	Review and update Town LATM and Bike Plans	Town of Bassendean Short
	Land Development	LD1	Focus development/ uplift around main transit assets including Ashfield, Bassendean and Success Hill train stations, and major bus routes including Ivanhoe Street and Walter Road East
LD2		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	Public Transport Authority/Town of Bassendean Medium

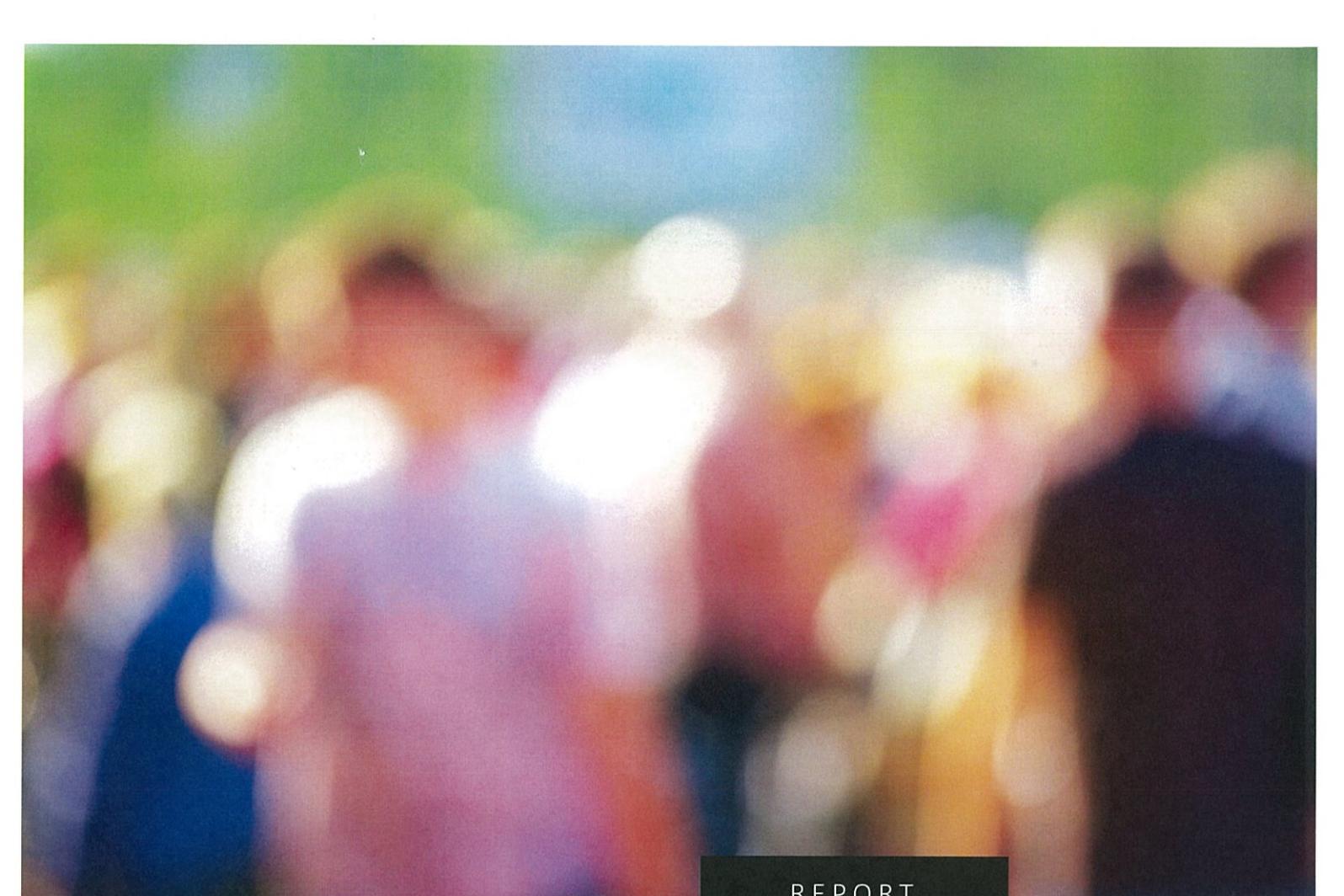
	Proposal		Responsibility	Priority
Governance	GP1	Establish new fleet procurement protocols in line with transport vision for Bassendean	Town of Bassendean	Short

6.1 Limitations

The Bassendean Transport Study was commissioned as a strategic review of the existing multimodal transport and access, and parking context in the LGA and across boundaries to identify SWOT, and define thereafter strategic actions and priorities to support the aims of the project (see **Section 1**). Project scope did not include traffic modelling excepting review of base year network metrics (calibration data, traffic forecasts and volume-to-capacity ratios) and base case forecasts for 2021 and 2031 produced by ROM. Provision was made for scenario-testing in ROM but the long- and short-listing process of strategies and actions did not identify any variables suitable to evaluate at this resolution.

In addition, scope did not include provision for engineering feasibility assessments, full concept designs or cost estimation. These are activities pending to advance project recommendations from proposal to delivery.

ATTACHMENT NO. 2



REPORT

Town of Bassendean



Preliminary Engagement Report

OCTOBER 2019

**Creating
Communities**

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1. INTRODUCTION

In March 2019, the Town of Bassendean, supported by consultants from Creating Communities and Collaborative Place Design, launched *BassenDream Our Future*: A community engagement project to develop a vision for the future of Ashfield, Bassendean and Eden Hill.

The project team has worked alongside the local community and other stakeholders to understand community values; the character and spirit of the Town; and ideas for an overarching future vision. Following this initial visioning process, the engagement process used this initial feedback to inform discussions regarding aspirations; opportunities; and ideas for specific planning ideas/policies for the future of strategic planning within the Town of Bassendean.

The feedback gathered may be used to inform a number of local initiatives, but was primarily focused on informing the development of a new Local Planning Strategy.

1.1 Project Planning Context

Perth is growing, and by 2050 the Western Australian State Government predicts that an additional 800,000 homes will be needed to accommodate for the rising population.

In order to minimise urban sprawl and the negative environmental, economic and social impacts that come with it, roughly 47% of these additional homes will be built in existing suburbs.

The State Government has allocated the Town of Bassendean a target of an additional 4,150 homes by 2050, meaning the current (2015) Local Planning Strategy needs to be reworked.

But preparing for additional homes is not the only purpose of a Local Planning Strategy (LPS). It is essential that the Town's new Strategy remains relevant and in line with the community's vision for the future of Ashfield, Bassendean and Eden Hill. Through the findings of *BassenDream Our Future*, outlined in this Report, the planning needs of the Town can be carefully considered alongside community and stakeholder feedback.

The new LPS will provide a catalyst for more detailed planning and development to occur but within the context of an agreed community vision and set of objectives.

1.2 Objectives

The objectives of *BassenDream Our Future* were to:

- Maximise the number of Town of Bassendean residents who have the opportunity to get involved in the process
- Engage a range of demographic and interest groups and reflect the diverse views of these groups
- Inform and educate the community about strategic planning and visioning for a local government
- Continue to build a mutually respectful relationship between the Town of Bassendean and the community

- Develop an agreed future vision for Ashfield, Bassendean and Eden Hill, informed by community feedback, particularly with reference to strategic land use planning
- Inform the development of a new Local Planning Strategy, which is one key way that the future vision will be reflected and implemented
- Garner feedback that will help the Town of Bassendean link together currently disconnected strategies and policies so that all reflect the vision

2. METHODOLOGY

The following engagement initiatives were conducted as part of *BassenDream Our Future* between March and September 2019:

In total there were more than 3,000 interactions with community members and other stakeholders, and 1,281 feedback materials received (feedback materials include postcards, poll and survey responses and feedback forms). These were gathered through a total of 21 engagement initiatives (if the Ideas Hub and online polls are each considered to be only one initiative):

- Seven meetings with Town of Bassendean representatives, including regular updates with Councillors and key officers
- Six meetings with key Government organisations and stakeholders directly involved in strategic planning
- An engagement activity at the “Celebrating Community Voices” event on 11 March to celebrate International Women’s Day and launch *BassenDream Our Future* (attended by over 90 participants; 30 feedback forms completed)
- Three stakeholder forums, attended by 34 representatives of 15 organisations
- The Ideas Hub at the Old Post Office open during all week days, Saturday mornings and monthly on Sundays (during the Old Perth Road Markets) from 15 April to 14 September (open a total of 152 days). Over 700 people attended during this period
- Four “Mobile Ideas Hub” sessions, where the project team visited Hawaiian’s Bassendean Shopping Centre, Ashfield Sports Club, Eden Hill Primary School and Mary Crescent Reserve in Eden Hill (attended by over 150 participants)
- 674 online poll responses
- 113 online survey responses
- 190 completed feedback postcards
- 185 anecdotal feedback forms
- 3 Design Workshops (45 participants)

These engagement initiatives were supported by the following communications and promotional materials:

- Regular emails to stakeholders and community members who registered interest
- 500 copies of the frequently asked questions booklet collected by community members from the Ideas Hub or during engagement initiatives (Appendix 2; Section 6.1)
- 14,000 flyers delivered to every residential letterbox in the Town of Bassendean (two different flyers, each delivered to 7,000 letterboxes) (Appendix 2; Section 6.2)
- A newspaper advertisement in the Eastern Reporter (delivered directly to residential properties in Bassendean; and available from local businesses in Ashfield, Bassendean and Eden Hill) (Appendix 2; Section 6.3)
- 1,500 visits to the project page on the Town’s “Your Say” website

OVERVIEW OF FEEDBACK



THE TOWN OF BASSENDEAN

Past and Present

TOP 5 GREAT THINGS ABOUT THE TOWN

1. Proximity to the river
2. Proximity to Perth city
3. Access to public transport
4. Natural environment
5. Location (general)

“The remaining natural green spaces and the river environment attracted me. I'm sure it is these things that create a greater sense of community here than what you find elsewhere”

TOP 10 WORDS TO DESCRIBE THE TOWN NOW

1. Sense of community
2. Green and natural
3. Relaxed/quiet
4. Feels like a village/country town
5. Connection to history and heritage
6. Connected/accessible
7. Future potential
8. Proximity to the river
9. Progressive
10. Too quiet/uneventful

THE TOWN OF BASSENDEAN

In the Future

TOP 5 THEMES TO MAKE LIVING IN THE TOWN EVEN BETTER

1. Environmental management
2. Preserve/enhance open space
3. Events/arts/cultural initiatives
4. Improved connection/accessibility
5. Old Perth Road activation/revitalisation

“Respect for our Town's green spaces, mature trees, natural habitats, wetlands and the river. These are taken for granted and not looked after. Any town can have more shops – our natural heritage is what makes Bassendean special and pleasant to live in”

TOP 10 WORDS TO DESCRIBE THE TOWN IN THE FUTURE

1. Vibrant/active
2. Green and natural
3. Sense of community
4. Modern/progressive
5. Sustainable
6. Place of interest
7. Inclusive/inviting
8. Connected/accessible
9. Safe
10. Relaxed/quiet

VALUES

Survey participants were asked to indicate their level of agreement with each of the below values. These values were informed by earlier engagement.

Bassendean, Ashfield and Eden Hill are welcoming communities where people know each other and have a “country town” feel



“I love the old houses and established gardens, which give a sense of being in a country town, all while being close to the city”

The local area has a rich history that is reflected in the community, the environment and the built form



“Heritage should also include Aboriginal heritage”

A beautiful natural environment with an abundance of vegetation, trees, green open space and connection to the Swan River are important elements of the Town of Bassendean



“The biggest volunteer group in Bassendean is the group interested in the natural environment”

KEY

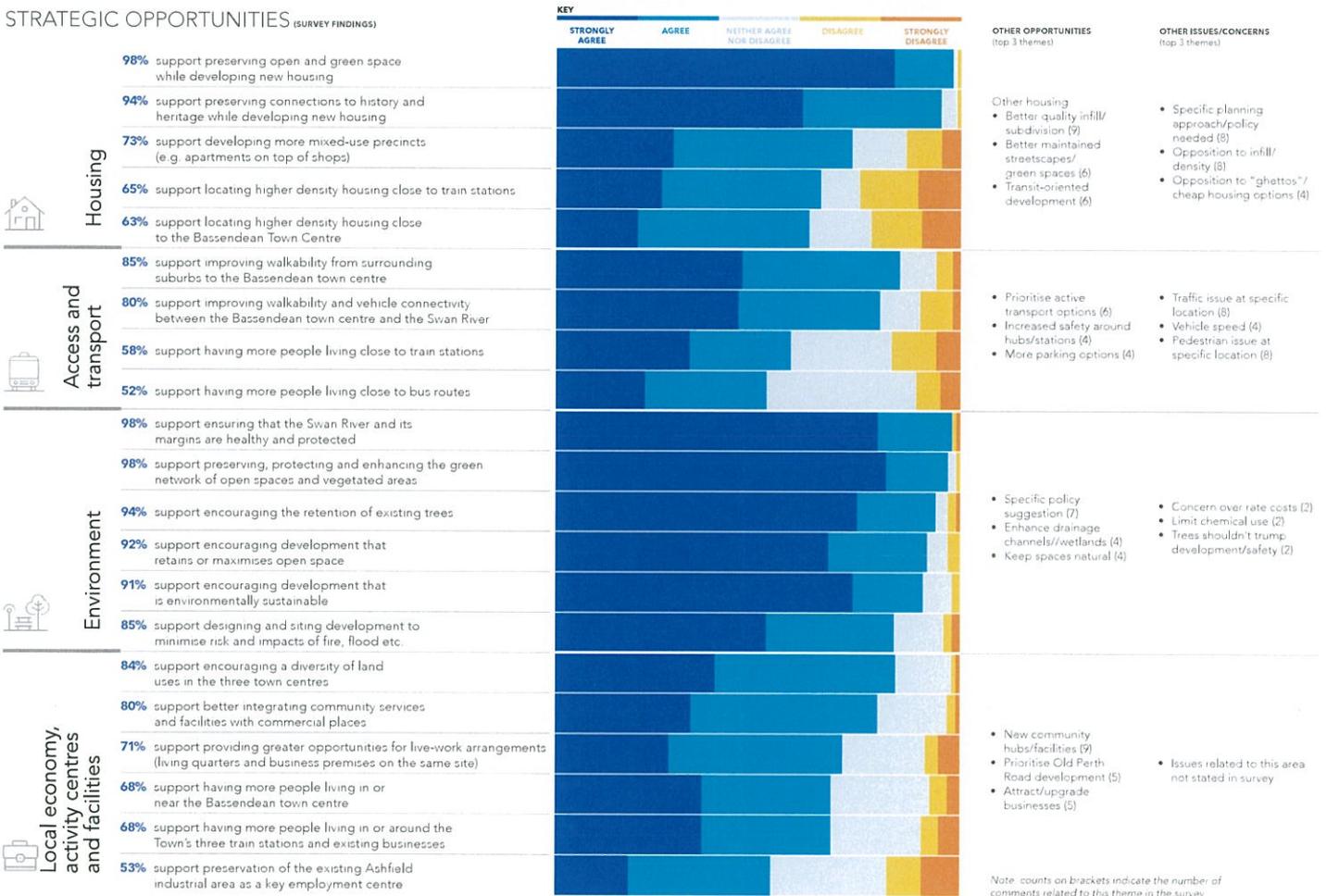


An accessible town centre in Bassendean (Old Perth Road) and easy access to the Perth CBD make Bassendean, Ashfield and Eden Hill attractive and convenient places to live



“Better emphasis on integrating Ashfield and Eden Hill (if needed)”

STRATEGIC OPPORTUNITIES (SURVEY FINDINGS)



BASSENDREAM Your Town

At the Ideas Hub, participants used a model of the Bassendean town centre region to identify strategic planning opportunities.

TOP 5 DESCRIPTIONS/ OBSERVATIONS

- Apartments and mixed-uses near the Bassendean train station and on Old Perth Rd
- Walking routes and cycling routes around the town centre and to the river
- Retention/addition of green spaces and trees
- Retention of heritage and character
- Connectivity (general comment)

TOP 6 VALUES AND PRINCIPLES

- Environmental sustainability
- Accessibility/connectivity
- Activity/vibrancy
- Safety
- Preserve/enhance open and green space
- Heritage and character

BASSENDREAM Your Centre

At the Design Workshops and Ideas Hub, participants completed this activity as makers (transport planners), shapers (built form developers) or place-makers (public realm planners) for the Bassendean, Ashfield and Eden Hill town centres.

TOP 5 DESCRIPTIONS/ OBSERVATIONS

- Higher density development in centres and along transport corridors
- Reduced density further from town centres and train stations
- Prioritisation of active and public transport
- Combination of commercial, community and residential uses
- A balance between increased development and retained character

TOP 5 VALUES AND PRINCIPLES

- Accessibility/connectivity
- Environmental sustainability
- Increasing density
- Effective efficient use of space
- Planning for a diverse population

BASSENDREAM Your Street

At the Ideas Hub and Design Workshops, participants used a model of a typical Town of Bassendean suburban street to explore how increasing density could better reflect community values.

TOP 5 DESCRIPTIONS/ OBSERVATIONS

- Tree and open space maximisation
- Sustainability initiatives
- Moderate density increases
- Communal/shared space
- Build higher to minimise building footprint and maximise open space

TOP 5 VALUES AND PRINCIPLES

- Sustainability (general)
- Tree retention and planting
- Open and green space
- Connectivity/accessibility
- Balance of heritage and density



The above images are a selection from the activities that reflect the diversity of designs presented by participants and the key themes of written feedback. The images themselves should not be used as feedback. All written community feedback resulting from the modelling activities is presented in Section 5.6.

4. RECOMMENDATIONS

All recommendations are informed by the community engagement findings summarised in Section 3 and presented in detail in Appendix 1 of this Report.

These recommendations are broad in nature. A reader should examine the community engagement findings in Appendix 1 alongside these recommendations. In addition to the community engagement findings, a range of legal, planning, feasibility, economic and environmental considerations will be considered by the Town of Bassendean prior to the implementation of any future strategies and policies.

It will be crucial to continue community engagement and communicate with the broader community during the development and implementation of the Local Planning Strategy, and subsequent policies/strategies.

4.1 Recommended Vision

It is recommended that future vision for the Town of Bassendean incorporates the following elements:

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

An example vision statement may be: **Vibrant and active town centres in Bassendean, Ashfield and Eden Hill, connected to each other and to the Swan River by a network of open spaces; safe, tree-lined routes for pedestrians and cyclists; and suburban streets that reflect the history and heritage of the area**

4.2 Local Planning Strategy Recommendations

Overall:

- Focus on the values and vision of the community, and develop planning provisions that reflect these (rather than vice-versa)
- Communicate to landowners and developers the benefits of providing transit-oriented development and infill development. Make information/education resources readily available
- Communicate to landowners and developers the benefits of providing diverse housing options and key design principles. Make information/education resources readily available

Consider strategies/policies that ensure green space and tree cover are retained or increased. These may include:

- Retention of public open spaces
- Retention and maintenance of trees in public spaces
- Maximise the retention of open space on private land (not including parking and driveways)

- Retain trees on private land where feasible during development (however, consider allowances for innovative design)
- Incentives or requirements for increasing mature tree cover
- Ensure that current and future public open space is functional for a diverse range of users

Consider strategies/policies that facilitate transit-oriented development. These may include:

- Allowing development of the highest density within 400m of train stations; and transitioning the density to a lower level further from stations
- Permitting a diversity of land uses and mixed uses in the three town centres
- Ensure alignment with Design WA and Perth and Peel @3.5Million

Consider strategies/policies that enable the revitalisation of Old Perth Road, Ashfield Town Centre and Bassendean north/Eden Hill town centre. These may include:

- Consider provisions that encourage the maintenance and most efficient use of business tenancies in the town centre (in particular, disincentives for leaving vacant space)
- Allowing development of the highest density close to town centres; and transitioning the density to a lower level further from centres
- Permitting a diversity of land uses and mixed uses in the three town centres. Consider provisions to ensure diversity of uses rather than repetition of similar commercial uses
- *Note that the appetite for density is highest in Bassendean, lower in Ashfield centre and lowest in Eden Hill. Bassendean centre may have the largest medium-high density catchment, followed by Ashfield, and a small medium-density catchment for Eden Hill*

Consider strategies/policies that balance the need for growth and development with built heritage. These may include:

- Higher density codes in station precincts that transition down in established areas, where the majority of residential heritage buildings are located
- Incentives for retaining commercial heritage character when creating mixed-use developments (e.g. new apartments on top of existing shops)
- Encourage built form that balances heritage character with innovative design (e.g. bonuses, incentives)

Consider strategies/policies that encourage active and public transport. These may include:

- Improved and additional walking and cycling routes between the three suburbs, to and along the Swan River
- Reducing the requirements for car spaces in residential properties close to train stations
- *Note that the survey question regarding the Local Integrated Transport Plan (LITP) (Section 5.5.6) also indicates general support for specific actions outlined in the draft (at the time of writing) LITP*

Consider strategies/policies that encourage innovative sustainable building design. These may include:

- Design-led or sustainability-led building guidelines, rather than restrictive development codes (e.g. incentives or bonuses for sustainable and innovative design)
- Encouraging development that is environmentally sustainable in both its built form (e.g. layout, materials) and specific features (e.g. solar panels, water-wise gardens)

- Explore ways of providing for diverse dwelling sizes. This is likely to require engagement with the development and real-estate industries, to understand incentives for not maximising dwelling size
- *Note that the survey question regarding design principles for new dwellings (Section 5.5.3) also indicates general support for specific principles outlined in State Planning Policy 7.3 (Design WA – Residential Design Codes)*

4.3 Other Recommendations

4.3.1 Strategic Community Plan

- Guided by the community values and aspirations evident in this Report, engage a wide range of diverse community members to understand specific needs for a strong community
- Work with commercial landlords, business owners and Hawaiian Shopping centre to understand how community needs might also be opportunities for commercial stakeholders

5. APPENDIX 1: DETAILED FINDINGS

This appendix provides a brief description of each community engagement initiative, and presents the detailed findings received.

The following subsections are presented in chronological order, as the project commenced with seeking feedback on the broad future vision for the Town of Bassendean and the values of community members; whilst later project stages focused on feedback that is more specific to the development of a new Local Planning Strategy. It was crucial that the vision, values, character and spirit of the community were well understood prior to discussing strategic planning elements, as the former must inform the latter.

The majority of feedback is recorded verbatim, as provided by participants (although note that stakeholder forum feedback and anecdotal feedback were recorded by project team members).

5.1 “Celebrating Community Voices” (International Women’s Day Event)

“Celebrating Community Voices” was a community event organised by the Town of Bassendean to celebrate International Women’s Day and launch *BassenDream Our Future*, held on Monday 11 March 2019. Presentations from Peta Mabbs (CEO) and Renee McLennan (Mayor) opened the evening. This was followed by presentations from Hon. Simone McGurk MLA (Minister for Child Protection; Women’s Interests; Prevention of Family and Domestic Violence; Community Services) and Hon. Dave Kelly MLA.

The feedback below is compiled from 30 feedback forms that were received from over 90 participants (working in groups) who responded to the questions below at the “Celebrating Community Voices” event to celebrate International Women’s Day and launch *BassenDream Our Future*.

The numbers in brackets indicate the number of comments that relate to a specific theme. As groups of participants were able to make multiple comments, these numbers are counts of comments (not counts of participants or groups).

What has been great about the Town of Bassendean that has built strong women and girls?	
Theme	Specific Comment
Role models and female influences (17)	<ul style="list-style-type: none"> • Its history of strong women i.e. During the War for example female's contribution to building the Town. BIC Reserve • Historical society itself - Documenting female's contribution i.e. May Holman • More recently - more females on council • Very good role models for young girls • May Holman connection • A history of strong women who have lead the community throughout times of hardship • Strong female role models in schools & particularly council • Current council female representative & CEO • The mayor • Women in local Government • Inspirational role models in the local community & in the Town Council & town staff • Elected progressive women to council and a CEO is the result of slow progress in an otherwise conservative area • Ashfield Community Action Network - Predominantly women • Female leaders in industry

	<ul style="list-style-type: none"> • Local council lead by strong women • Proprietors - our mothers! And our fathers who respected and supported their activities and their work as equal partners • Excellent history of strong women locally as role models from early settlers, female MP's, Councillors and business
Community support, engagement and inclusivity (16)	<ul style="list-style-type: none"> • Bassendean is a village & it takes a village to bring up a child - Community feel • What is great about Bassendean is the wonderful community spirit and supportive atmosphere. It's the only place I've lived where we have built a really large network of friends and lovely supportive people. This is great for everyone women & girls included. • Great community engagement • I moved here 3 months ago - all of the ways I've been engaged in the community so far (Town Team, book clubs, FB groups) I have been engaged, welcoming women with strong community spirit • Community Support • The residents • Family & community spirit – long association with Town of Bassendean • Sense of community • Community sense of safety for women • Family oriented community • Progressive community • Deliberate community collective / Spirit of safety welcoming environment • Friendly neighbours • Knowing our community • Connectivity • Supportive / inclusive
Education and school engagement (8)	<ul style="list-style-type: none"> • Cyril Jackson high school providing avenues for educational opportunities for those re-engaged in education • Equality in schools • Really great library with a huge array of books and reading programs • Strong primary school education • A fantastic library full of wonderful books and helpful librarians - Education is powerful and the key to success • Education • Primary school – Particularly • Mayor visit to Anzac Terrace Primary
Community events (7)	<ul style="list-style-type: none"> • Community events • Markets • Fringe World • Strong community-based programs - Ashfield Community Action Network flower planting, swap meets. • Cultural participation in arts festivals like Fringe Festival • ANZAC Day Tradition • Many opportunities and community events that encourage community participation & encouragement
Child-focused community services (5)	<ul style="list-style-type: none"> • Quality early childhood • That the shopping centre has a play and rest area for children and carers • Wind in the Willows child care centre • Strong child care centres • Play groups
Safety (4)	<ul style="list-style-type: none"> • A sense of feeling safe, ability to explore the natural world and get a great education • Safe home environments • Neighbourhood - Sense of safety • Feel safe - daughter commented
Sports and recreation (4)	<ul style="list-style-type: none"> • Swan District Football Club • Town / Resident Committees - Boundary of reserves & Sporting Facilities • Equality in sporting clubs • Swan districts Women's football
Economic and employment success and opportunities (4)	<ul style="list-style-type: none"> • Access opportunity to small businesses • Local business owners • Opportunity to engage in work being paid and volunteering

	<ul style="list-style-type: none"> In the 30's widows joined together to raise money for work programs - to which employed the returning soldiers
Natural environment (3)	<ul style="list-style-type: none"> Freedom of a natural environment the river, accessible fruit trees, avocados grow here, people come to Bassendean & they stay. The safety of knowing each other. Environment Trees and a beautiful environment - great for women's mental health and wellbeing
Other (3)	<ul style="list-style-type: none"> Support from LGA to try new things/set up community groups A solid underpinning of socialist values and equality borne of class consciousness Good facilities / infrastructure that is inclusive of women's voice

What will inspire women and girls of the Town of Bassendean into the future - given the changing community context?

Theme	Specific Comment
Role models and female leadership (including Town of Bassendean leaders) (33)	<ul style="list-style-type: none"> Role models doing anything and everything (2) Continuing role models The example of the current mayor Local mentors for young people Mentorships Recognising role models & fostering young women in leadership Having female CEO to role model Women in leadership roles - Councillors, mayor, CEO Equality in leadership encouraged to take on prominent roles The current composition of females on council - so inspiring makes me want to step up! More women in leadership roles and women who are approachable and down to earth Representation in positions of power and influence Employed CEO Open minded council A fantastic representation of women on council Strong female dominant council Fabulous CEO & Mayor Seeing female leaders More women in leadership roles reflect diversity - Our council committees don't reflect the diverse community The election of women to council that has inspired others to achieve Mainly women council Equality in people who are making planning decisions in the town. Would be good to have a female perspective in planning. Would also like planners to be local & therefore have an interest in the town. Strong female presenting & leadership in Bassendean alongside of the men who support them Continuing to show girls strong female leaders such as our current Town of Bassendean staff and Councillors, women are active in our community as volunteers, business owners etc. and we need to continue this tradition to inspire others Make history of Bassendean's strong women and their contribution more visible More women leaders More power & visibility for women & their interests Strong women leaders in our community Community working together and valuing women's roles Inspirational role modelling keeping strong women leaders, women in businesses (leadership) More only women events Honouring & celebration of achievements by women & girls More women role models, starting businesses, changing the landscape and shaping the community
Employment, financial and economic opportunities (14)	<ul style="list-style-type: none"> Better opportunity grants & sponsorships Education on property and how to apply that knowledge in the community Careers information for women

	<ul style="list-style-type: none"> • Financial Freedom • Women operated businesses • Flexible working arrangements • Local employment opportunities for women • Equal job opportunities • Implement STEM field to encourage girls & employment • Needs to encourage employment to enable this & woman to work flexible hours • Business opportunities • Opportunities to support micro businesses in and around Old Perth Road as the Town Centre is revitalised • Economic development / the Bassendean festival of local business - Supporting & encouraging women to start their own business • Inspiring young business owners (e.g. Holly Rayes, Spotted & Wasteless Pantry)
Education (7)	<ul style="list-style-type: none"> • More engagement with schools to encourage girls and boys to develop and use parks and river for recreation & cycle paths. • Business studies • Community programs for young girls - relax, education, classes • Encouraging excellence in life skills - great self esteem • Strong education programs which girls have access to • Specific events and programs to encourage & foster the personal academic, sporting, social development and participation of women & girls in the community • STEM
Sport and recreation (6)	<ul style="list-style-type: none"> • Women's Sport – AFL • More focus on women's sports • Places to meet to create support networks • More exposure of women's / girl's sports • Engagement of girls - Employment & other sporting facilities • Sport
Security improvements (6)	<ul style="list-style-type: none"> • Greater security in the town. More streetlights, cameras etc. • I think being a safe place to live and build confidence in our girls • Not afraid to walk alone around the town • Good lighting (river lighting) safe at night • Green, safe walking from the public transport routes • Build safe places to live and work
Greater visibility of women and girls in the community (5)	<ul style="list-style-type: none"> • Increase civil participation of young people in shaping our spaces / ideas / future • Greater publicity of the community organisations as guides, Scouts etc. • Community engagement to hear diverse voices • More visibility especially for first nations females • Consistent and visible messaging that they're valued
Gender equality (4)	<ul style="list-style-type: none"> • Visible gender equality across all sectors • More accountability for men & gender equality in public life • Caring for each other and being generous with resources • We need more of the same! We need to preserve that closeness as we grow over the next few years. I think the question needs to focus on inspiring boys to grow up to be kind and caring men. No quality is we don't get men on board.
Meeting spaces and activities (3)	<ul style="list-style-type: none"> • Support for mothers meeting place (places to talk) • Community activities that are women friendly • Women & girls safe spaces. - Indigenous women's health & education programs: healthy relationships, protective behaviours etc.
Recognition and celebration of women's achievements (2)	<ul style="list-style-type: none"> • Celebrating successes & achievements of women from all backgrounds • Visual display of women's achievements • Awarding scholarships
Arts and culture (2)	<ul style="list-style-type: none"> • Art centre, Community Cultural Centre • Art & artefacts that reflect women
Recognition of history and future (2)	<ul style="list-style-type: none"> • Strong histories of local women - arts, artefacts, stories, etc. • Looking to future - planning to include the historical concepts and modern re-vitalization of the community
Child-focused community services and activities (2)	<ul style="list-style-type: none"> • Child care options • Interesting events for children

Support and services for men (2)	<ul style="list-style-type: none"> • More support for men to be more respectful & practicing of gender equality - women shouldn't have to do this work • Places for men to talk rather than act out
Other (4)	<ul style="list-style-type: none"> • Smashing the patriarchy every single day • Supermarket should be outward looking rather than internal • Room to grow • Grief guides

5.2 Stakeholder Forums

On 2 May, 4 May and 6 May 2019 stakeholder forums were held to understand the connection to community, opportunities and concerns of key stakeholder organisations in the community. Many of the organisations engaged at this early phase continued to support the project, in particular by assisting with the distribution of communications materials to their networks.

The three forums were held in Bassendean, Ashfield and Eden Hill and were attended by 34 representatives from the following 15 organisations:

- Federal Government of Australia (Member for Perth)
- Town of Bassendean Council
- Town of Bassendean Executive
- Bassendean Historical Society (Inc.)
- Bassendean Eastern Regional RSL
- Bassendean Men's Shed
- Department of Communities (Housing)
- Design Bassendean
- Eden Hill Community Action Network
- Hawaiian
- Swan Districts Football Club
- Tempo Tax and Accounting
- Town of Bassendean Economic Development Committee
- Wind in the Willows Childcare
- Key local landowners

5.2.1 Activity 1: Visioning

At each stakeholder forum, participants worked as one large group to respond to the questions noted in the table headings below.

Numbers in brackets indicate the number of comments that relate to a particular theme (first column) or the number of specific comments that were repeated by multiple participants (second column).

What has been great about the Town of Bassendean (past and present)?	
Theme	Specific Comment
A friendly community where people know each other (10)	<ul style="list-style-type: none"> • Friendly and supportive community (3) • People looking after each other (2)

	<ul style="list-style-type: none"> • People knew each other • A nice place to raise children • Knowing who your neighbours and community members are – such great people • Interaction with people • Everyone knows their neighbours
The feeling of being in a village or country town (7)	<ul style="list-style-type: none"> • Healthy rivalry between north and south of the train line • Bayswater was like a foreign country, but more connection to Guilford (we were like a country town – protective of what we had) • Still feels like a country town • Village-like in a positive sense • People love coming to Bassendean because it feels like a village community • A lot of people move here from country towns (especially retirees) because it feels like one • Being small is also a downfall (not room to suit everyone)
Easy access to the town centre, and to the CBD by public transport (7)	<ul style="list-style-type: none"> • Good value (of housing prices) for the amenities that are provided, especially transport access • Accessibility to transport • Walking distance to daily needs (shopping, library etc.) • On the train line accessible to the city • Unique location close to the city and the river, but that has avoided really large development • Easy access • Bassendean is now considered inner-city
A beautiful natural environment (7)	<ul style="list-style-type: none"> • Trees (2) • Clean environment • Natural boundaries (river) • Parks • Environment • Leafy and green
Activity and community connectivity (6)	<ul style="list-style-type: none"> • Now a friendly main street • Active main street • Moving the memorial did a lot for the community – brought people together to celebrate and recognise • There is a desire on the part of communities to have a voice and be inclusive • Feels welcoming when coming into Bassendean (e.g. down Guilford Road) • A lot of interaction was and still is through sport
Connection to history (5)	<ul style="list-style-type: none"> • Listen to Tom Stannage’s lecture on life in Bassendean (about the history of work, industry, growing up) – available at the Bassendean Library. Also, Eric McCrum’s history • Went through a metamorphosis from industrial workshops, to people leaving with the loss of the workshops, to people returning to a more comfortable place • Early colonial history • Rich and long Indigenous history • Aboriginal history needs to be acknowledged. The land for BIC Reserve was donated by Traditional Owners – this needs to be recognised
Safety and security (2)	<ul style="list-style-type: none"> • Safe haven • Security
A unique place (1)	<ul style="list-style-type: none"> • An unusual place
A passionate and progressive Council (1)	<ul style="list-style-type: none"> • Quite optimistic about Bassendean – a passionate and progressive Council
What could be even better?	
Theme	Specific Comment
Freeing up commercial property tenancies (2)	<ul style="list-style-type: none"> • Fewer land bankers on Old Perth Rd (currently three quarters of the street) • In the Northern Territory, vacant commercial spaces can be rented out at higher rates – makes landlords keen to rent rather than sit on land
Streetscape design and parking (2)	<ul style="list-style-type: none"> • Island parking up and down Old Perth Road – to slow traffic and enhance community feel • Have hidden kerbs to retain character

(2)	<ul style="list-style-type: none"> • New open space between the church and the hotel – a communal space • Places for people to talk and share ideas
Community events (2)	<ul style="list-style-type: none"> • A farmers' market • Council needs to continue to run community events
Ageing in place (1)	<ul style="list-style-type: none"> • Places to age in place
(1)	<ul style="list-style-type: none"> • Allocate planning guidelines for solar shading, guttering and solar access
Preservation of heritage (1)	<ul style="list-style-type: none"> • Preserving historical buildings
(1)	<ul style="list-style-type: none"> • Prepare for more frequent public transport
How would you like the Town to be described in 20 years?	
Theme	Specific Comment
Having a strong connection to nature and protected natural environment (9)	<ul style="list-style-type: none"> • Bigger trees (underground power needed) (2) • No construction on existing green space • Trees • Trees reduce ambient temperature and help with privacy • Native • Birds • Environment retained and protected • Ensure leafy-green nature is preserved
Recognition and protection of history and heritage (7)	<ul style="list-style-type: none"> • Keep the town sympathetic in look and feel, but build density on top • Heritage • Most of the biggest tourist cities in the world have retained heritage and the native environment • Heritage precincts (e.g. Old Perth Road is one of the most intact art deco streetscapes) • Reminiscent of Old Subiaco (mix of retained heritage and different housing types) • Visual recognition of history is important • "Characterise" the area north of Guilford Road more
Walkable and accessible (4)	<ul style="list-style-type: none"> • Walkable (2) • Accessible / easy access (2)
Old Perth Road as a vibrant high street (4)	<ul style="list-style-type: none"> • Old Perth Road as a vibrant town centre • A destination in the town centre (e.g. a Woolworths or an ALDI) • Destinations will not be shopping centres, but will be community services and facilities • "High street feel" retained – people out on the street
Built form recommendations (3)	<ul style="list-style-type: none"> • Most people are quite happy to see dilapidated buildings and land developed • Rejuvenated • Not built beyond human scape (keep it no more than five storeys)
Liveability (2)	<ul style="list-style-type: none"> • Living space and social fabric that make people feel comfortable • Liveable – how to ensure this with increased population?
Queries about expected population growth (2)	<ul style="list-style-type: none"> • How accurate are the Perth and Peel numbers now? • What does 4,150 dwellings mean in terms of population?
Safe (2)	<ul style="list-style-type: none"> • Safe (2)
Youth development (1)	<ul style="list-style-type: none"> • Opportunities for youth (e.g. sports facilities; better supported parks; youth centres) to spend time, play and work
Retain recreational space (1)	<ul style="list-style-type: none"> • Ensure sporting reserves are retained
Calming atmosphere (1)	<ul style="list-style-type: none"> • Calming atmosphere

5.2.2 Activity 2: Values

At each stakeholder forum, participants worked as one large group to respond to the questions noted in the table heading below.

Assess the 2017-2027 Strategic Community Plan values. Do these resonate / are they relevant?

2017-2027 SCP Values	Comment
<p>People (Councillors, staff and volunteer contributions are vital in striving to meet our diverse community's aspirations and wellbeing. We will actively engage our community and seek their participation in planning their future)</p>	<ul style="list-style-type: none"> • Should be changed to "community" and/or "inclusivity" – "people" is not descriptive of a value • The Town has always been diverse, a wonderful mix. This diversity may have started because of migrant workers to the workshops (Maltese, Slavic and Italian etc.) • Mediation group between neighbours • Urban design can facilitate interaction • Sense of community
<p>Excellence (We strive to achieve the highest standards in local government and to consistently provide consultative, ethical and responsive services)</p>	<ul style="list-style-type: none"> • A bit odd/"naff" • Maybe "progressive" instead? • Not sure about this one
<p>Heritage (Preserving and communicating our shared history and heritage increases our capacity to balance today's needs with the long-term interests of the future)</p>	<ul style="list-style-type: none"> • Should also include Aboriginal heritage (2) • Focus has been built heritage in the past • Historical Society want to get more involved in community engagement on local history • Historical Society have a very large archive of oral histories • People want to find out how they can connect to the history of the area • Still a lack of protection for much built heritage (approximately 20% of heritage properties demolished) – need to be incorporated into Local Planning Scheme • Need to include for built and natural heritage • Replace "heritage" with "history"?
<p>Partnerships (Collaborative partnerships and regional cooperation increase value to our community the East Metropolitan Region)</p>	<ul style="list-style-type: none"> • A well-meaning word that doesn't capture what the value means • Should be changed to "welcoming" • Feeling of being able to walk down the street and say "g'day"
<p>Sense of Place (We recognise that maintaining our natural environment is crucial to sustaining our future. We acknowledge that our community requires Council to preserve and enhance our streetscapes, built and natural environment, and to protect the Swan River as our greatest natural asset)</p>	<ul style="list-style-type: none"> • Support for this • When you have improved visual amenity and design you have a whole range of social and health benefits • People are looking for something to be part of (e.g. huge number of attendees at Baysie Fair and at Altone Road Diversity Fair) – not only for locals
<p>Are any values missing?</p>	<ul style="list-style-type: none"> • Safety/safe street environment for all people (2) • Diversity (2) • Welcoming • The river • Access • Reconciliation – acknowledge first nations people • Local economy (through sustainability) • Natural environment (2) <ul style="list-style-type: none"> - The biggest volunteer group in Bassendean is the group interested in the natural environment - Environment and sustainability • Values we don't want: <ul style="list-style-type: none"> - Uniformity • Affordability and choice • Sustainability in terms of being able to live here, work etc. long term • Sense of pride <ul style="list-style-type: none"> - Pride and hope (this value has a close link to economic prosperity – work brings pride and hope e.g. Koongamaia only now re-building after the loss of the railway) - Sense of pride in the community (getting the local community together and hanging out) • Think they're all pretty good • Being brave – taking risks

- Better emphasis on integrating Ashfield and Eden Hill (all the current emphasis is on Old Perth Road)
- Old Perth Road as a value

5.2.3 Activity 3: Strategic Planning

At each stakeholder forum, participants worked as one large group to respond to the questions noted in the table heading below.

What are the major opportunities for the Town of Bassendean related to...	
Theme	Comment
Housing?	<ul style="list-style-type: none"> • Retain values while allowing development (like the Freo Alternative project) • Good design guidelines needed e.g. Design WA • More mixed-use could be accommodated on commercial land and car parks • Ageing in place and intergenerational housing. Could happen on Aegis' aged care home in the town centre • Apartments above shopping centres • Original Perth & Peel strategy identified the industrial area just north of Ashfield station as a mixed-use activity node – this makes a lot of sense • Industrial floor space is contracting so why not allow mixed-use in industrial areas? • Would love to see “daringness” from landowners in investing in really good design that attracts a diversity of potential users • Support for innovative designs that are environmentally sustainable • Option for develops to use 3D models to understand trade-offs (point system policy is in place) • Shop-top living set back from the road (as per Maylands)
Access and transport?	<ul style="list-style-type: none"> • There is a case for medium to high density where there is good access to public transport • Even the Stephenson-Hepburn Plan (1955) allocated density to Success Hill • Tree-lined walk down Old Perth Road to the river • Parking on Old Perth Road • Town of Victoria Park has created parklets that break up the car parking on the street (opportunities for people to stop and chat) • Walkability from surrounding areas to the town centre
Environment?	<ul style="list-style-type: none"> • Keep the river protected • Connect the town centre to the river
Business?	<ul style="list-style-type: none"> • Local jobs created by development of new local businesses (e.g. CSB site in Ashfield) • Innovation hub in the town centre • Destinations need to be convenient • Diversity of the use types in the town centre – and enhancing what we already have (e.g. the Bassendean Hotel recently) • Bassendean business community to offer services/discounts to seniors – especially seniors who visit from other areas • How to get people who visit the library into businesses? • Old Perth Road should be a lively, inviting hub with an appropriate mix of shops (Guilford is an example of a great mix of complementary land uses) • Interaction between different land use types • Need to know that there is always someone there (in the town centre)
Community facilities and services?	<ul style="list-style-type: none"> • Business and services for an ageing population (e.g. Claremont Quarter) • These facilities and services should be open beyond 9am to 5pm Monday to Friday (including the Town of Bassendean) • Sporting organisations acting as community organisation (e.g. Swan Districts Football Club now “use footy as a carrot” not the core focus, running cooking classes, disability support, bus for aged care residents to visit the footy etc.) • Relevance and sustainability are both necessary • Events can bring experiences that people don't normally get, but the sustainable part is getting community services in – consistent things to support the people who visit the most

	<ul style="list-style-type: none"> Just upgrading a venue can do a lot (e.g. RSL painted and renovated the building and now have one of the highest attendance and biggest events of any RSL in WA)
What are the major issues for the Town of Bassendean related to...	
Theme	Comment
Housing?	<ul style="list-style-type: none"> How will you add 4,150 new dwellings and not change the values, character and spirit of the area? Road-blocks are put up when it comes to developing key commercial land, car parks etc. Don't like the Eden Hill concept plan – there is the potential to do something so much better Needs to be a height restriction (e.g. no more than five storeys), or strong principles for more green space / more trees where there is height above the limit Understanding the nature of the challenge – what blocks are left that can be subdivided (i.e. informing people that dwelling growth is happening regardless of the rules)
Access and transport?	<ul style="list-style-type: none"> Develop car park next to the train station. Town of Bassendean could gift this to a developer with the condition that any development continues to provide public parking Question about impact of Metronet on train stations A lot of the riverside is privately owned (although any property that is sold loses the riverfront access strip)
Environment?	<ul style="list-style-type: none"> Urban village has turned its back on the natural environment Eden Hill misses out on its connection to the river (privately owned former Pyrton site and Lord Street prevent this) Old blocks also run down to the river – preventing public access River rise / flooding
Business?	<ul style="list-style-type: none"> Are there going to be brick and mortar shops in the future? Major types of business services are missing from the Town e.g. no/few lawyers' offices Would be nice to see one great business innovation sustain itself (nothing great seems to last quite long enough) Eden Hill needs a local centre Land ownership in the town centre A very long main street, with a dead civic centre in between two lively ends Viability A vicious cycle – people don't want to go to the town centre because there is nothing else there
Community facilities and services?	<ul style="list-style-type: none"> Are events sufficient to support investment in a specific area?

5.3 Stakeholder Meetings

One-on-one meetings with key stakeholder organisations generally focused on informing these organisations of the engagement and communications process. Notes from these meetings are therefore not included in this Report.

5.4 Postcards and Polls

Postcards were available:

- At the Ideas Hub on Old Perth Road from April until September 2019
- At the four mobile Ideas Hub drop-in sessions in Eden Hill, Ashfield and Hawaiian's shopping centre in May and June 2019

Online polls were released available on the Town’s Your Say page from April until September 2019.

Postcards and polls asked the same questions, so the results from these two initiatives are combined.

For each of the questions below, counts in brackets indicate the number of comments that relate to a specific theme (first column) or the number of the same specific comment (second column). Because respondents were able to make multiple comments related to the same theme, these are counts of responses (not of respondents).

5.4.1 Postcard 1/Polls 1-2: Past and Present

The most common five themes of words for **how the Town could be described now** are:

- Sense of community (46)
- Green and natural (36)
- Relaxed/quiet (24)
- Feels like a village/country town (22)
- Connection to history and heritage (19)

The most common five themes related to **why respondents chose to live in the Town of Bassendean** are:

- Proximity to the river (43)
- Proximity to Perth city (36)
- Access to public transport (34)
- Natural environment (31)
- Location (general) (25)

What three words would you use to describe the Town of Bassendean (44 postcard; 59 poll responses)	
Theme	Specific Words
Sense of community (46)	<ul style="list-style-type: none"> • Community (18) • Friendly/friendliness (13) • Strong community (3) • Community-focused (2) • Caring and diverse people • Communal • Concerned about the people • Connected community • Engaging • Good community vibe • Great people • Inclusive • Kind • Sense of community
Green and natural (36)	<ul style="list-style-type: none"> • Green (16) • Nature/natural (5) • Tree/tree-lined (4) • Leafy (3) • Earthly atmosphere • Earthy • Environmental • Green (on its way) • Lush

	<ul style="list-style-type: none"> • Nature in the city • Natural environment • Wildlife
Relaxed/quiet (24)	<ul style="list-style-type: none"> • Quiet/quietness (7) • Relaxed/relaxing (7) • Peaceful (5) • Relaxing now & future • Sedate • Serene • Sleepy • Tranquil
Feels like a village/country town (22)	<ul style="list-style-type: none"> • Village/village-like (5) • Quaint (3) • Small (2) • A village atmosphere in the city • Bassendean is village feel • Country • Country atmosphere • Country feel in the city • Country town vibe • Country-feel • Laid-back village • Small town charm • Town • Town Feel • Urban village
Connection to history and heritage (19)	<ul style="list-style-type: none"> • Historic/historic (6) • Old/old-fashioned (6) • Heritage (2) • Character • Cultured • Established • Heart of heritage • Rich State history
Connected/accessible (12)	<ul style="list-style-type: none"> • Connected (3) • Convenient (2) • Central (2) • Centrally located • Close to the City • Good public transport • Train station • It's close to transport
Future potential (11)	<ul style="list-style-type: none"> • Potential (3) • Adaptive • Evolving • Full of possibilities • Growing • Hopeful • In transition • Waiting to bloom • Work in progress
Proximity to the river (11)	<ul style="list-style-type: none"> • River (6) • Riverside (3) • River & natural assets • River flows through
Progressive (10)	<ul style="list-style-type: none"> • Progressing (6) • Experimenting • Forward thinking • Moving Forward • Proactive

Too quiet/uneventful (10)	<ul style="list-style-type: none"> • Boring (2) • Asleep • Lacking • Slow moving community • Slow-moving • Uncompetitive • Under-achieving • Underutilised • Uneventful
A beautiful place (9)	<ul style="list-style-type: none"> • Beautiful (4) • Beautiful natural surroundings • Fantastically kept streets • Lovely • Picturesque • Unspoilt
Diverse/eclectic (7)	<ul style="list-style-type: none"> • Diverse (4) • Eclectic (2) • Diverse old and new
Little-known/forgotten (7)	<ul style="list-style-type: none"> • Change adverse • Forgotten • Out of touch • Outer • Stuck in past • Under-recognised • Unknown
Vibrant hub (6)	<ul style="list-style-type: none"> • Vibrant (5) • Great hub
Liveable (5)	<ul style="list-style-type: none"> • Great place to live • Liveability - ease/convenience • Liveable • Nice • Pleasant place to live
Active/fast-paced (4)	<ul style="list-style-type: none"> • Active • Active people • Fast • Fun
Family-friendly area (4)	<ul style="list-style-type: none"> • Family (2) • Family friendly • Family-orientated
Growing/developing (4)	<ul style="list-style-type: none"> • Growth • In a period of growth • Rapidly getting built up • Transitional
Home (4)	<ul style="list-style-type: none"> • Home/homely (3) • Belonging
Issues with community (4)	<ul style="list-style-type: none"> • Divided (2) • Incohesive • Over 50 unfriendly
Underdeveloped (4)	<ul style="list-style-type: none"> • Underdeveloped (3) • Need redevelopment future
General positive comment (3)	<ul style="list-style-type: none"> • A great place • Has everything • Unique
Good amenity (3)	<ul style="list-style-type: none"> • Nice café's, shops etc. • Parks • Street amenities
Spacious (3)	<ul style="list-style-type: none"> • Open spaces • Space to breathe • Spacious

Unkempt (3)	<ul style="list-style-type: none"> • Decrepit • Shabby chic • Untidy
Ageing	<ul style="list-style-type: none"> • Ageing (2)
Political statement	<ul style="list-style-type: none"> • Lefties • Mismanaged
Unsafe (2)	<ul style="list-style-type: none"> • Ashfield / Eden Hill a bit scary • Crime
Other (21)	<ul style="list-style-type: none"> • Affordable • Endangered by growth • Frustrating • Heart • Interactive • Local pride • Locality • Locality • Middle class • Mini Maylands • More transport needed • Needy • People • Predictable • Shopping • Silos • Smoke • Suburbs • Very Ashfield / downtown Bassendean centric • Viable • Waiting for greening • Wheelchair unfriendly

Why did you choose to live in the Town of Bassendean? (46 postcard; 76 poll responses)

Theme	Specific Comment
Proximity to the river (43)	<ul style="list-style-type: none"> • River (12) • Close to river (10) • Near/proximity to the river (6) • A river running through it • Access to Swan River • Because it's close to the river • Close access to the river • Closeness to the river • I have an affinity with water • Proximity to river and Swan Valley • River access • River being close • River flows through • Riverside • The beautiful walkways along the river • The parks and river • The river area • To be close to the river
Proximity to Perth city (36)	<ul style="list-style-type: none"> • Close to/proximity the city/CBD (22) • Convenience to CBD/city (2) • Access to the city • Close to city but not to close • Close to city, train and amenities • Close to town

	<ul style="list-style-type: none"> • Close enough to the City • Distance to CBD • Fairly close to the city • I love the close distance to the city • Is close (but not too) to the city • It's close to the city • Location - 15mins by train to CBD • We were looking to purchase a house that was close to the city but still far enough to have some peace & quiet
<p>Access to public transport (34)</p>	<ul style="list-style-type: none"> • Public transport (5) • Train station (2) • Transport (2) • 3 train stations • Along a transit corridor • Bridge to the train station • Close access to the railway • Close to public transport • Close to railway • Close to the train • Connection via public transport train line • Convenient to public transport • Excellent public transport • Good access to public transport (preferably a train line) • Good access to rail • Good transport system • On the train line • On train line and has buses • Our house is close to the train station • Proximity to IGA and Ashfield Train Station. • Proximity to public transport and bike paths. • Proximity to train station • Proximity to transport • Railway line • Rapid transit • Train station providing everything we need • Transport links • Transport links road/ rail
<p>Natural environment (31)</p>	<ul style="list-style-type: none"> • Trees (4) • Nature (3) • Green (2) • Green streets/streetscapes (2) • Animals • Beautiful natural environment in reasonable condition • Because of the old growth trees • Combination of tree coverage, natural environment and birds • Environmentally friendly space • Green spaces • Green/eco initiatives of Council • I love the natural environment: the river, mature native trees and wildlife • In our move from the Hills we were still keen for quiet streets and lots of trees. Bassendean has these in spades ... and a great community vibe into the bargain • Its access to nature • Its connection with the river and natural environment • Its open green leafy spaces are very important to me • Lots of trees • Lots of trees 10 years ago • Natural beauty • Natural surroundings • River, birds, simple life, it's bliss

	<ul style="list-style-type: none"> • The remaining natural green spaces and the river environment attracted me. I'm sure it is these things that create a greater sense of community here than what you find elsewhere • The river system still supports native bushland and wildlife • The spacious feel of the suburb and beautiful trees
<p>Location (general) (25)</p>	<ul style="list-style-type: none"> • Central • Central to what we needed • Centrally located • Close to city and airport • Close to everything • Close to river, transport, city, Swan Valley • Close to train line but also nature and river. Accessible to the city, walkable to river, cafes, library, and shops • Convenience • Good road access to • I didn't exactly choose to live in Bassendean in 2005 Bassendean was affordable and close to the river and train. I am very heartened by the development of Bassendean over these years into a progressive community • It is close to the city but on the edge of the Swan Valley • It's convenient location • Lived in eastern suburbs • Locality to everything • Location • Near the river, not too far from town. Close to school and shops • Proximity to river, train station, connection to a town centre/ main street (Old Perth Rd), walkability, proximity to hills/ national park • Proximity to the city, river, train line, shops & education • Proximity to the city/river, and good access to the train • Proximity to things (i.e. location) • Train station, facilities, services, river, road connections, central to family • Under 30-minute commute for work • Wanted to be close to both my partner's and my work. We were renting in Bayswater & loved this general area • We chose to live here because the streets seemed lovely and it was close to everything we wanted • We found a block in an attractive location
<p>Sense of community (24)</p>	<ul style="list-style-type: none"> • Community (2) • I have since discovered an amazing community and love living here • A great community feel about it • A very strong sense of community • Been to the markets & love the community • Community action • Community feeling • Enjoy doing our bit for a better Bassendean community and environment • Everyone is so happy & welcoming • Friendly • Good community feel • Great community • Great community events • I appreciate the genuine diversity and caring residents who have a community focus • I like the community feeling that the town of Bassendean is unique and well known for, it's the reason that many people move into the town for its isn't something that can come with change it has been built up over many decades please don't destroy this • Its community feeling whilst being close to city • lovely community feeling • Relaxed attitudes, good vibes • Sense of community • Strong sense of community and village feel • The small friendly village feel and the diversity of people • Town has a lot of community spirit

	<ul style="list-style-type: none"> • We met lots of great people who we call great friends now
Affordability (21)	<ul style="list-style-type: none"> • Affordability/affordable (7) • Affordable land • Affordable living • Affordable price • Because we could afford to buy here in 1975 • Cheap housing in 1958 • Cost of houses at the time (2000s) • Good value at time of buying • It was an affordable suburb • Price of houses • Still affordable • Still an affordable area to buy in • The low price of an old derelict house • Value for money • We found an affordable house close to areas we love (Guildford)
Connection to history and heritage (18)	<ul style="list-style-type: none"> • Historic/historical (3) • Old houses (2) • Old style/old-fashioned (2) • Availability of character houses • Being able to buy a character home in the area • Character • Grew up here • Heritage • Lots of old areas 1900-1940 housing • Love the character homes • Mum lived here when she was younger, she died here • My love of older homes • We wanted to live somewhere with a nice respect for the old and heritage • Wonderful heritage
Feels like a village/country town (17)	<ul style="list-style-type: none"> • Because of the small village feel and the beauty • Close access to a village • Country feel but with the benefits of living in the city. • Country town vibe • Feels like small country town • Has that 'village feel', which hope it NEVER loses! • I live in Ashfield. I love the country vibe • I love the old houses and established gardens, which give a sense of being in a country town, all while being close to the city • Managing to keep it rural feel • Small town feel • Small town of yesteryear feel • The central hub of the Main Street makes it feel homely • The rural feel was great for bring up kids • The urban village feel • The village feel but urban setting • Village/small town feel • Village atmosphere
Family-friendly area (15)	<ul style="list-style-type: none"> • Close to family (2) • Family friendly (2) • A good place to raise my family • Came to live with family • Family area • Family close • Family focus, good neighbourhood • Important for us to bring up our children close to nature. • Kids • Love, marriage and the opportunity to build a family home here • Playground development for kids

	<ul style="list-style-type: none"> We lived in Bassendean for 38 years, raised and educated our children. When it came to downsizing we couldn't afford Bassendean so were forced to move to Bennett Springs 4kms away. Our lives still revolve in and around Bassendean Young children - Large house block
Access to local shops/businesses (14)	<ul style="list-style-type: none"> Close to shops (3) Because of the main street shops Close to larger shopping areas Close to local independent shops selling giftware, second-hand goods Cool pub and good cafes Easy walking to shops Good access to shops & services compared to other suburbs Proximity to Old Perth Road Shopping centre Shopping precinct Shops Town hub
Good amenity (9)	<ul style="list-style-type: none"> Ambience Amenities Beauty Good mix of amenity Has all amenities Leisure facilities Love going to our local park Parks Price
Walkability/cycle-ability (9)	<ul style="list-style-type: none"> Walkability (2) Bike track to the city Parks, walks & cycle paths Proximity to alternate and active modes of transport Shops and facilities all with walking distance To live as I did in a little town in Italy, close to all amenities and services by foot Walking distance to local Primary School Walking distance to restaurants, bar, pubs and cafes
Big lots (8)	<ul style="list-style-type: none"> Big blocks (5) Affordable to buy old house on big block Roomy blocks We could get an old size quarter acre block near transport and amenities
Development/investment opportunity (7)	<ul style="list-style-type: none"> Land size of the property I brought with potential to subdivide Future improvement Investment potential Opportunity to redevelop near rail station Possibilities for future development We wanted the opportunity to buy and redevelop our land to deliver housing choice for residents and allow seniors to live in apartments close to amenity. Future value
Relaxed/quiet area (6)	<ul style="list-style-type: none"> Quiet (3) Lovely quiet area Quiet and relaxed Quieter area (except for airport at 5.30am)
General positive comment (5)	<ul style="list-style-type: none"> Because it is nice Felt all of the above and everything fell into place easily when I decided to move here I lived in Bassendean all my life it's a great suburb and I have a feeling I'll be living here for the rest of my life It was a perfect choice for us Nice area
Low density/limited development (5)	<ul style="list-style-type: none"> Its low density Low density living Low development Not elitist space between houses, and no apartments ...but that changed. Not living in box's on top of one

School catchment (5)	<ul style="list-style-type: none"> • Good primary schools (secondary is a different issue) • John Forrest Catchment Zone • Proximity to schools • To get in JFSC catchment zone • We were thrilled to buy land near a good primary school in Eden Hill
Diverse (4)	<ul style="list-style-type: none"> • Diverse • It's an interesting area made up of homes, businesses and people from across generations • Mix of old and new • Mix of old and new and everything in between
Progressive (4)	<ul style="list-style-type: none"> • A Council that is progressive and listens. A smaller Town Council footprint • Bassendean has a lot of potential • Evolving • Up and coming main street
Proximity to hills/Swan Valley (3)	<ul style="list-style-type: none"> • Close to hills • Close to Swan Valley • Closer to family in the hills
Doesn't live here (2)	<ul style="list-style-type: none"> • I don't I just paid a visit • Would love to live in Bassendean
Other (13)	<ul style="list-style-type: none"> • Arty • Diverse demographic - not an estate, so lots of different houses and people • Free on-street parking for visitors • It's an interesting place to live • LandCorp's (then) investment in the redevelopment of the Oval • Only downfall I find at night the streets are very dark especially for walkers • Schools, hospital nearby • Lived here most of my life • Housing in suburbs • Location to airport • Close to Swan Valley • Open space • Feeling of being heard by all 3 spheres of government

5.4.2 Postcard 2/Polls 3-4: Future

The most common five themes of words for **how the Town could be described in the future** are:

- Vibrant/active (50)
- Green and natural (47)
- Sense of community (32)
- Modern/progressive (29)
- Sustainable (26)

The most common five themes related to **ideas that could make the Town even better in the future** are:

- Environmental management (49)
- Preserve/enhance open space (34)
- Events/arts/cultural initiatives (23)
- Increased retail/entertainment options (22)
- Improved connection/accessibility (21)

What three words would you like to be used to describe the Town of Bassendean in 20 years? (52 postcard; 72 poll responses)

Theme	Specific Comment
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<p>Vibrant/active (50)</p>	<ul style="list-style-type: none"> • Vibrant (17) • Exciting (3) • Lively (3) • Thriving (3) • Activated (2) • Active (2) • Buzzing (2) • Dynamic (2) • Vibrant town centre (2) • Bustling • Cosmopolitan and lively • Densely populated • Fast • Fun • Good vibe • Happening • Hub • Overcrowded • Prosperous • The place to be on a Friday • Upbeat • Vibrant café strips (Old Park Road) • Vibrant, Social destination
<p>Green and natural (47)</p>	<ul style="list-style-type: none"> • Green (18) • Leafy (4) • Treed/trees (4) • Greener (2) • Beautiful green town • Environment • Green i.e. Parks & trees • Green spaces • Green/lush • Lush and green • Maintain plenty of green open space • Natural beauty & tranquillity. • Natural environment cared for • Natural habitat • Natural retreat • Nature • Nice tidy green • Shady • Tree lined • Tree-filled • Unspoilt • Well tree's & shrubs • Wildlife
<p>Sense of community (32)</p>	<ul style="list-style-type: none"> • Friendly (8) • Community (7) • Good/great community feel (3) • Born there, die there • Close community • Community arts • Community minded • Community working together • Community-based • Cooperative • Local pride • Neighbourly • Respectful • Strong community

	<ul style="list-style-type: none"> • Strong community still • Strong sense of community • Tolerant
Modern/progressive (29)	<ul style="list-style-type: none"> • Progressive (11) • Modern (5) • Innovative (4) • Trendy (2) • Full of opportunity • Futuristic • Hopefully there will be more decisions • Inspiring • Leader • Proactive • Urban
Sustainable (26)	<ul style="list-style-type: none"> • Sustainable (13) • Conservation-minded • Eco friendly • Eco-friendly village • Ecological • Eco-urban • Energy efficient • Environmental • Environmentally friendly • Goods offered all natural • Green i.e. Environmentally friendly • Leaders in sustainability • Respectful of natural assets • Waste-free
Place of interest (17)	<ul style="list-style-type: none"> • Creative (3) • Interesting (2) • A creative hub • Attractive • Character • Desirable • Destination place • Diverse • Engaging • Exciting • Funky • Hidden gem • Surprising at each turn • Unique
Inclusive/inviting (13)	<ul style="list-style-type: none"> • Inclusive (4) • Inviting (2) • Diverse • Multicultural • Sense of belonging • Sense of place • Suits each personality • Supportive • Tolerant
Connected/accessible (12)	<ul style="list-style-type: none"> • Connected (5) • Better public transport • Convenient • Excellent transport facilities • Less divided by the train line • Local • Reconnect Bassendean • Well-connected to Perth's CBD

Safe (10)	<ul style="list-style-type: none"> • Safe (8) • Less break in • Secure
Relaxed/quiet (9)	<ul style="list-style-type: none"> • Relaxed/relax (5) • Peaceful (2) • Keep streets quiet • Not music blaring
Great spaces (8)	<ul style="list-style-type: none"> • Spacious (2) • Friendly hang out areas • Great public parks / spaces • Local access to parks • Open • Parklands • Shady
Retain "village feel" (8)	<ul style="list-style-type: none"> • Country (2) • Close /familiar • Local - village atmosphere • The Town is a village • Vibrant character village • Village • Village-like Nature-based
Family-friendly (7)	<ul style="list-style-type: none"> • Family-friendly (3) • Families • Family-orientated • Future spacey families • Multi-generational
A beautiful place (6)	<ul style="list-style-type: none"> • Beautiful (4) • Attractive • Beautiful natural scenery
Diverse (6)	<ul style="list-style-type: none"> • Cosmopolitan (2) • Balanced community of people • Diverse • Diverse old and new • Intergenerational
Retain connection to history and heritage (6)	<ul style="list-style-type: none"> • Historic (2) • Heritage • Old world charm • Retain character and heritage values • Love of older character homes
Connected to Swan River (5)	<ul style="list-style-type: none"> • River (4) • Riverside
Limited development (5)	<ul style="list-style-type: none"> • Low density • Low rise buildings • Miraculously avoided Overdevelopment • Not high density • Preserved
General positive comment (4)	<ul style="list-style-type: none"> • Desirable (2) • Enjoyable • Nice
Increased development (4)	<ul style="list-style-type: none"> • Developed (2) • Urbanised • Yes to apartments
Walkable/cycle-able (4)	<ul style="list-style-type: none"> • Pedestrian-friendly • Pedestrian-friendly • Walkable • Walks
Boring (3)	<ul style="list-style-type: none"> • Boring • Boring • Boring

Classy/tasteful (3)	<ul style="list-style-type: none"> • Classy • Cultured • Tasteful
Comparison to other areas (3)	<ul style="list-style-type: none"> • City of Bayswater • Mini Beaufort street • Part of Bayswater
Housing choice/affordability (3)	<ul style="list-style-type: none"> • Affordable • Affordable • Housing choice
Liveable (3)	<ul style="list-style-type: none"> • Charming • Comfortable • Liveable
Local business opportunities (3)	<ul style="list-style-type: none"> • Best coffee strip in Perth • Community local business • Dining
Good amenity (2)	<ul style="list-style-type: none"> • Amenity • Central amenities
Logical densification (2)	<ul style="list-style-type: none"> • Logical densification • Smart density
Responsive to community engagement (2)	<ul style="list-style-type: none"> • Engaged • Ideas of resident carried through
Other (17)	<ul style="list-style-type: none"> • Ethical • Fighting for maintaining GOS • Flexible • Ghost town • Good land values • Healthy • Humanitarian • Learning ecosystem • Outer • Overcrowded • Programmatic • River erosion stopped from speeding boats • Ruined • Seachange • Sensible • Verges maintained • Well-appointed

What could make living in the Town of Bassendean even better in the future? (53 postcard; 154 poll responses)

Theme	Specific Comment
Environmental management (49)	<ul style="list-style-type: none"> • More trees (8) • Increased green cover/tree canopy (3) • 3 bin recycling (green waste) • Banning single use plastics by businesses • Cloth nappy rebates • Continued investment in protecting our natural environment and looking after the river • Converting Water Corp drains into living streams to provide more open space • Could we join other councils in declaring a climate emergency, please • Demanding better quality buildings that are sustainable and include green spaces, trees and roof gardens • Green waste bin • Greening the streets and verges to retain water runoff and • Healthy river • I would love to see more community-based projects that turn vacant or underutilised land into nature strips or vegetable patches/fruit trees to help birds and bees. Water Corp land beside drains etc. • Improve the tree canopy to drop the temperature from too many hard surfaces.

	<ul style="list-style-type: none"> • Increasing tree canopy and planting out our green spaces to make them more inviting, particularly in our hot summers • Keeping river clean • Laws to stop clearing trees • Living, thriving wetlands; native trees-big ones with a secure future; water sensitive street verge design • Lots more street trees • Make sure we keep the trees and plant more • More environmentally friendly • More street trees and walking areas, maintenance of green spaces and streets in neglected areas • More street trees. Finalise the TPS 4A and remove the intrusive fill in the Bindaring Wetland so it functions as a nutrient stripping wetland • More tree canopy • More tree canopy. More native vegetation/ improved quality of vegetation in parks & reserves. More access to river frontage (in a managed way that doesn't degrade foreshore) • More trees and biodiverse gardens. Native veg along train line reserve and verges. Improve quality of native veg at our parks and reserves • No old growth trees to be cut down at all no • Not sure if possible but - whilst acknowledging the ABSOLUTE importance of the flats and natural floodplains, if there was a way to improve water removal in the event of 100-year flood event it would remove anxiety and improve resale & help draw new residents • Officially encouraging preservation of mature trees on private property • Planted verges • Plastic free • Priority on sustainable across all planning & development • Proper restoration and care of the river parks, increasing the number of native trees, protecting and conserving indigenous flora & fauna • Renewables used • Requirements for sustainable development, with green roofs, green walls, canopy on the building, grey water, solar panels, batteries, car sharing • Respect for our Town's green spaces, mature trees, natural habitats, wetlands and the river. These are taken for granted and not looked after. Any town can have more shops - our natural heritage is what makes Bassendean special and pleasant to live in • Restored wetlands • Rethink soil zones • Sustainable approach and focus on renewable energy • Urban forest
<p>Preserve/enhance open space (34)</p>	<ul style="list-style-type: none"> • A fenced in and well-lit dog park area with relevant facilities. Kwinana town built an amazing one a few years ago if you would like a guide. Allows for everyone to be able to utilise the walking paths along our beautiful river areas • Adult outdoor gym/exercise equipment • Areas to sit and hang out for everyone • Better Developed Parks - use Kent street weir as a model for a riverfront education and activity hub that's family friendly, dog friendly & even had a model train station attraction! • Ensuring existing and new residents are guaranteed that green spaces/ovals will not be allowed to be rezoned for housing or other developments • Fenced off lead dog park • Improved parks - get rid of the roads and get the creek opened thru Bindaring Park for example; get the vacant lots close to centre of Town built on • Inter-connected parks • It would be great to see better pathways at reserves which are truly multi-use and education around the fact the reserves are for everyone. It's frustrating how certain groups don't share space (e.g. won't acknowledge if you're trying to pass on a bike) • Kayak access north of the train line • Keeping all our green open spaces, possibly creating more green space through purchasing housing blocks to create small pocket parks, planting more trees on verges and in our parks as trees have an aged life, need to have more trees not less

	<ul style="list-style-type: none"> • Keeping Ashfield Reserve and not putting housing on it - or Bassendean oval • Maintained green space • Make Guildford Road and Bridge beautiful by interesting trees and get rid of sub-station and water treatment buoys etc. • Make public space from the water Corp drainage channels that are throughout Bassendean, • More natural green open spaces • More open spaces • More parks and gardens • More playgrounds that are specific to young children between 18months and 3years. I find almost all the playgrounds pose fall risks and therefore don't allow my toddler to freely explore instead being shadowed by myself • More weather protection from rain and sun in our parks to enable family and recreational groups to meet for picnics and get together • natural surroundings with many parks and street plant • Open • Open space round the oval where concerts happen • Parks kept to an even higher standard as people have smaller or no backyards now • Picnic spots with lots of nature and new playgrounds that use natural resources. • Planning places for tall trees to grow as the primary land use • Playground in the Town Centre • Playground on BIC • Preserve and protect our precious green spaces and reserves for future generations • Preserve open space • Public exercise equipment in parks • Riverside parkland could be a "Kings Park" for everyone • Shade over playground facilities • Teen and children friendly spaces with nature play activities and spaces to meet and relax in parks
<p>Events/arts/cultural initiatives (23)</p>	<ul style="list-style-type: none"> • A fruit and vegie market • A regular farmers' market. Being able to shop local fresh produce within our town centre would mean less travel to other areas and we are supporting the farmers so close by. • Activated cultural strategy that combines aboriginal heritage with contemporary culture • Arts and events • Continue in the same vein regarding community events - we love it here • Continued emphasis on community building through our events • Create the neighbours' day. Close one different street every night to allow neighbours to have a long temporary table to share homemade food and meet neighbours. Maybe during late spring • Greater creative expressions • Have engaging festivals or promotions to grow better care of the shared space • Library open longer hours (in particular to line up with Sunday markets). Library to have more funding due to the demise of inter library loans. Host a writing festival like Armadale / Rockingham do • More arts & creative experiences • More community art projects • More family events • More music festivals • More of what has already been happening, great cafe's pop up street festivals, markets, community events and street art • More of what has already been happening, great cafe's pop up street festivals, markets, community events and street art • More quality markets - currently low variety and quality • More universal activities which all cultures can understand and enjoy • Multicultural Festival • permanent site for markets • Regular and continuing community activities eg. yoga classes, weekly farmers market • Sufficient parking for events

	<ul style="list-style-type: none"> • Weekly fruit and veg market
<p>Increased retail/entertainment options (22)</p>	<ul style="list-style-type: none"> • A better community and shopping precinct • A dessert cafe! • Bakers delight on Old Perth Rd • Better choice of shops • Better retail • Better services/shops • Bigger shopping centre • Café at Sandy Beach • Develop more land for businesses especially allow more new big supermarkets to operate rather than having one supermarket monopolizing Bassendean - Encourage competition • Enhance café/shopping precincts • Food and drink • Increase cafes, food options etc. • Increase commercial areas (i.e. more supermarkets, shops, cafés etc.) • More commercial activity (cafes and shops and services) around train stations e.g. Ashfield & Bassendean • More op shops • More small business and mix of retail, food outlets, boutique drinking areas. • Quirky shops • Riverside facilities such as cafes for people to stop and enjoy the beauty of the river. • Shops, bars restaurants, cafes etc. in the town centre • Supermarket west end of OPR • Supply for local small businesses • Weekly fruit and veg market
<p>Improved connection/accessibility (21)</p>	<ul style="list-style-type: none"> • Better access to shopping centre, upgrade is a nightmare. • Bike paths around the town • Closing off Second Avenue at ANZAC Terrace so our children can street play without the risk of speeding, idiotic drivers who treat it as a rat run to get to Walter Road • Cycling path • Electric shuttle bus running down side streets straight into centre on a circuit route, so we don't use cars for local shopping • Footpaths and street lighting • Footpaths. Bike paths • Having bike lanes throughout the main suburb if no existing bike path • Improved river foreshore access - connect Point Reserve, Pickering Park and Sandy Beach • More bike paths • More walking trails along the river that are bike/pram friendly • Overpasses (or underpasses) on Guildford Road to get to Bassendean & Success Hill stations • Reclaim river access (along North Road) so that everyone can enjoy the river instead of a few property owners • Safe active streets around schools - second avenue and Ivanhoe in Eden Hill for starters • Seats in the streets • Shady streets • Shuttle bus services to shops & station • Sinking the railway and Guildford Road to connect the Town seamlessly. • Sinking the train line • Train station overpass • Walkability - focus on people rather than cars
<p>Old Perth Road activation/revitalisation (19)</p>	<ul style="list-style-type: none"> • A destination park to encourage people to visit old Perth road, brighter street lights to improve walk ability, preservation and enhancement of existing wetlands, sensible development to fit town character • A vibrant town centre • Activated Old Perth Road • Bassendean is pretty good as it is. Needs something done on the block of land at the TAB • Clean up the crappy eyesores along Old Perth Road

	<ul style="list-style-type: none"> • Create a thriving shopping/cafe strip along Old Perth Road to bring the community together • Development of Old Perth Rd into a mall/entertainment zone • Development of Old Perth road into a dining hub like Beaufort St and Eighth Ave Maylands • Development of Old Perth Road • Fill all the shops on old Perth road with tenants! • Increase alfresco dining on old Perth road including funding parklets, upgrading shop fronts on old Perth road, creating an anchor point in the town centre such as a town square with integrated play components for children, tree canopy • It would be great if OPR shops were filled and vibrant, but we are aware of issue • More pressure on key landowners to maintain & tenant buildings • More residents within 600m of Old Perth Road so there is substantial population to sustain more shops, whilst not having to drive • More residents within 600m of Old Perth Road so there is substantial population to sustain more shops, whilst not having to drive • Deal with land banking Old Perth Rd • Old Perth Road activation & revitalization • Support for medium density around OPR • Support for small business. Promotion of businesses in OPR. Working out a way to stop monopolised building ownership in OPR
<p>New public facilities (18)</p>	<ul style="list-style-type: none"> • Rec centre & pool (3) • A community swimming pool/leisure centre with classes • A new high school! I'm worried that we will have to move out of area for high school which I would hate to do • A new high school within the Town - we have a growing youth population and parents historically have sent their children to private schools out of the Town. A high school would make the Town more attractive and encourage more families to move here and stay • A new local high school would give children growing up in the town of Bassendean a chance at a better public education • Adventurous playgrounds • Development of the village hub at Ashfield and proceeding with a community focused development of Eden Hill to provide a community hub for locals • Local pool • Maker space associated with Men's Shed • More halls • New high school on Cyril Jackson site • Performing arts centre • Promote local teen socialising. A space including rock climbing, table tennis, old space invader machines, space hockey, pool table etc. Staffing (WWC volunteers?) would be required to keep the environment safe and inclusive • Public recreation centre with a pool, like City of Bayswater's centre • Sharing economy; Maker Space; Library of things • Water play in the Town Centre – if Old Perth Road becomes a pedestrian first zone, water spray /fountains for kids to play in while parents sit and have a drink
<p>Better strategic approaches to planning/development (17)</p>	<ul style="list-style-type: none"> • A focus on community orientated development with a focus on urban design. • Developers that take care about community, not just money - most are greedy and uncaring, building slums of the future: a terrible legacy • Get rid of some of the old unused buildings and replace them with architect designed accommodation • Getting off ass and making decisions on planning • Give some more focus to Eden Hill, I feel we are often overlooked • One of the reasons I moved to Bassendean was because of the transport access and being able to walk to the river, cafe/shopping precincts. Progress and development that will enhance these features should be encouraged • Overall plan for thoughtful architecture and including the environment • Rate payers' revenue is spent on value added projects • Reducing red tape • Re-zone Ashfield • Sensible defined infill areas

	<ul style="list-style-type: none"> • Sink the train line and open up green space and land for apartments • That we treat the future planning holistically • This "consultation" without a scheme is ridiculous • Town planning at the cutting, leading edge of Australian (not just Perth) environmental and design expectations 20/30/40 years ahead of current expectations • Visionary Council • We need to provide housing choice in the town. We need to focus residential density around existing public transport hubs / train stations and near local shops so we can retain the character in the suburbs. Don't deliver blanket density across suburb
Improve infrastructure (14)	<ul style="list-style-type: none"> • Underground power (5) • Better existing infrastructure • Having skip bins instead of tip passes. Also an off leash dog park • Having underground power throughout the suburb • Make Guildford Road and Bridge beautiful by interesting trees and get rid of sub-station and water treatment buoys etc. • More bulk verge collection • Provision of skip bin instead of tip passes • Skip bins • Underground power across all suburbs would also be ideal! • Underground power where power is unsightly
Traffic management (12)	<ul style="list-style-type: none"> • 30kmh on all streets except local distributor roads • A new bridge over the Swan river to alleviate the bottleneck at Guildford • Fix that dangerous road intersection at West and Reid • Guilford Road improvements • Less roundabouts • Median strip tree planting to calm traffic, shade streets & improve walkability. e.g. Lord Street, Walter Road, Second Ave, Bridson • No more congestion on the roads • Safe active street along Second Ave or Ivanhoe St (north of the train line) • Shackleton St slow points • Traffic management • Traffic movement • West Rd is not working well as a feeder road as the barrier kerbs keep parked cars on the road surface
Higher density development (11)	<ul style="list-style-type: none"> • Denser population supporting activity centre uses • Focus increased density in centralised areas • Great location but not enough apartments with amenities • Increase densities significantly • Increase density and housing options. • More high density housing • More people • More people living in the town centre to create a vibrancy and enough to generate prosperity for businesses to survive. • Rezoning and higher density • Strategic densification of residential apartments. Within an 800meter catchment of the train station is common practice in other states across Australia • Well done high density
Improved connectivity/accessibility (11)	<ul style="list-style-type: none"> • I would love to be able to walk/cycle from/to each one of our riverside parks from the other • A mini-bus continually servicing areas away from rail services to relieve station parking for train travellers • Better level crossing • Bridge (pedestrian) to Garvey Park • Bridge over the station at the end • Enhance river connections • Guarded crossings at train line tunnel and Lord St / Success • More footpaths that are walkable day and night • Put the footbridge over Guilford Rd back in. And maybe a second footbridge • Safer and more convenient cross-town/station-access cycle infrastructure • Walking tracks to get to shops that are safe and not along roads

<p>Increased safety measures (10)</p>	<ul style="list-style-type: none"> • Any efforts into reducing neighbourhood crime would be fabulous • Crime reduce in Ashfield • Improved park security or CCTV • Less crime • Less hooning • More crime prevention • More street lighting to improve safe walking at night • Reopen fire station • Safer area/streets • Town centre CCTV
<p>Diversity of commercial land uses (9)</p>	<ul style="list-style-type: none"> • Develop more land for businesses especially allow more new big supermarkets to operate rather than having one supermarket monopolizing Bassendean - Encourage competition • Fill all the shops on old Perth road with tenants! • Having a cafe strip in Leederville. I'd like to see (eventually) Bassendean be a suburb like Shenton Park • More businesses • More cafes and shops like Maylands and Mt Lawley • More commercial activity (cafes and shops and services) around train stations e.g. Ashfield & Bassendean • More shops & small business to bring more people to area • More shops open longer would be fab as well • Small shops for useful things in "high street"
<p>More family-friendly (9)</p>	<ul style="list-style-type: none"> • Family-friendly (4) • Family-oriented living • Include a playground for children • More family friendly facilities / activities • More kids' facilities and better play grounds • The age demographic is changing in Bassendean and it is important to keep everybody happy, but I would like to see more to keep kids entertained (play areas)
<p>Limit the scale of development (8)</p>	<ul style="list-style-type: none"> • Introducing stringent planning rules that prohibit two or more storey buildings overlooking residents' backyards • Less apartment buildings • Less industrialisation • Limits on number of houses on a block • Minimum height restrictions (less than or equal to three storeys for apartments) • Not overcrowding • Nothing built over 3 stories more parking at the shopping centre • Stop 8 units being built on quarter-acre lots
<p>Transit-oriented development (7)</p>	<ul style="list-style-type: none"> • Enhance transport access • Ensure high-density development occurs near the train stations to utilise good connectivity to the city. This preserves the balance of the locality • Focus the population increase around the train station • Innovative approach to residential density and land use planning. I live 750metres from the train station however my property is zoned R20. I dislike the battle-axe lot designs (driveway is a waste of space) which have occurred in the surrounding streets • More low-rise apartments near the railway • Strategic densification of residential apartments. Within an 800meter catchment of the train station is common practice in other states across Australia • We need to provide housing choice in the town. We need to focus residential density around existing public transport hubs / train stations and near local shops so we can retain the character in the suburbs. Don't deliver blanket density across suburb
<p>Reduced State/public housing (7)</p>	<ul style="list-style-type: none"> • Change state housing percent to other suburb numbers • Keeping the heart of Bassendean the way it is, expanding community housing is not a good thing for any suburb, it doesn't work. Each suburb should share on a equal ratio the number of lower socioeconomic houses that way people can be more supportive • Less HomesWest housing • Less state housing • Reduce crime rate by getting rid of homes west housing in the area • Reduce government housing

	<ul style="list-style-type: none"> • Reduce the percentage of HomesWest rentals in Ashfield
Building restoration/activation (6)	<ul style="list-style-type: none"> • Get rid of some of the old unused buildings and replace them with architect designed accommodation • Furthermore, gentrification of the Ashfield shops will encourage more residents to live in the area • Gentrification of the Ashfield shops will encourage more residents to live in the area • Planning to restore heritage buildings • Some of the older houses in the area up-graded or redeveloped • There are so many cool buildings not being used!
Increased sense of community (6)	<ul style="list-style-type: none"> • Developed sense of community • More commitment to the local community from the locals • More tolerance for other's rights enhances prospects for successful multi use areas and development. Respect for other people and their needs. Increased diversity • Sense of belonging • Show kindness to all & share your SMILE • Stronger sense of community and environment
Continue community engagement (5)	<ul style="list-style-type: none"> • Continued engagement with the residents of ToB (2) • A 'small dog' park like Jack Marks Park in Highgate • Better understanding of the nature of the community and how to entertain them from Council • Clear communication from the Town regarding changes in the area- not relying upon Facebook
Diversity/quality of housing options (5)	<ul style="list-style-type: none"> • Better housing stock • Greater diversity in streetscapes, better housing design • Heritage inter-mixed with amazing cutting edge standards and expectations • Living choice • Quality not quantity
Increased activity (5)	<ul style="list-style-type: none"> • A more sustainable and vibrant town centre • Activities • Busier • Make it a destination for cyclists, hikers and water craft users (motorised or not). With water recreation hire- kayak/SUP • More activity / nightlife to encourage residents to leave their houses but stay in the suburb
Well maintained public spaces (5)	<ul style="list-style-type: none"> • Get the Council workers to pick up rubbish in the parks • Improved streetscapes • More attractive streetscapes around the town • Rangers to walk streets: looking for overhanging trees, shrubs, vegetation over pavement; cars, utes, trailers; damaged footpaths • Resealing roads, improving street lighting, planting more trees (like Shackleton Ave)
Employment and economic development (3)	<ul style="list-style-type: none"> • Local residents should be able to be employed by Town of Bassendean • More employment opportunities • Circular economy focus
Retain connection to history and heritage (3)	<ul style="list-style-type: none"> • Not to lose the village feel that Bassendean has, people will want what's unique here: the people the river; the parks; the community interaction, its already here, you can't buy what we have in Bassendean • Heritage recognition. History projects. Aboriginal points of interest marked and noted • A sense of heritage
Support for health and wellbeing of the community (3)	<ul style="list-style-type: none"> • Emotionally & physically supporting the not so well off • Making sure are happy & well • Less racism
Focus on Indigenous history (2)	<ul style="list-style-type: none"> • Unique town centre that is diverse designed to include Aboriginal History • More focus on Aboriginal heritage and inclusiveness of different cultures in forward planning.
Improve property affordability (2)	<ul style="list-style-type: none"> • Making the place more affordable to younger people • Rental prices of the local shops
Preserve heritage (2)	<ul style="list-style-type: none"> • Ongoing importance to care for the character homes- not high density characterless places like other suburbs • Preserve heritage in key areas to retain 'charm' of Town

Support for/more events (2)	<ul style="list-style-type: none"> • Community events that involve and showcase local businesses • Regular and continuing community activities e.g. Yoga classes, weekly farmers market, a community swimming pool/leisure centre with classes
Other (28)	<ul style="list-style-type: none"> • A DNA running tower like Kings Park - this will attract more people / visitors • Change the bully in the shire office • Change the name so the river side of Guildford Rd isn't dragged down by the bad reputation of the other side. • Get rid of the nasty, bossy, aggressive people • Get to build around the oval • Greater support for smaller members of the community like Casa Mia Montessori who are an asset to the Town. • I'm not happy with the high school catchment. I would move before my children got to high school because of this. Please lobby the Education Department for a better high school • Improve the amenities available in Ashfield • Interactive • Living here is ok, shopping is horrendous • Lower rates • Move the street doctor out of the area to stop attracting questionable types to the precinct. • Not employing external survey consultants • STRONGLY adhere to and implement Dog Laws; SPECIFICALLY make sure all dog walkers use Leads when out walking (unless in the designated areas where don't have to) please. A particularly bad area for non-compliant people is Sandy Beach Reserve & environs. • The world's largest wooden clock is currently homeless, based in Nannup. Could be homed in the new Eden Hill shops? Kevin Bird is the owner, please contact Kristen Kent (nee Bird) for Kevin's contact details if you'd like more information • Thriving • Work choice • Stop completely denuding blocks when redeveloping. • It is less important how high a building is and it is important how it meets the ground • Development of old shopping centre area to include cafe link to Mary Street Reserve in Eden Hill • Rate payer's revenue is spent on value added projects and not on unusable project like providing electric charging station when there is less than 1% use • But also safe • Great leaders continuing to engage with the community! • Mixed use living spaces like Maylands • Continued efforts to revitalise Old Perth Road • Better parking facilities • Green space with activity • Save ratepayers money/reduce rates. BassenDream costs \$\$\$\$!

5.4.3 Postcard 3/Polls 5-6: Businesses and Shopping Precincts

The most common five themes related to **local business needs** are:

- More people needed in the area (26)
- Diversity of land uses (11)
- Transport and access (11)
- Offer quality service/products (10)
- Attractive buildings/areas (9)

The most common five themes related to **shopping centres as community hubs** are:

- Vibrant activities/entertainment/events (24)

- Quality open spaces (16)
- Provide diverse retail options (11)
- Easy transport links/parking (9)
- Have small/unique/local retailers (8)

What do businesses in Bassendean, Ashfield and Eden Hill need to thrive and survive? (15 postcard; 55 poll responses)	
Theme	Specific Comment
More people needed in the area (26)	<ul style="list-style-type: none"> • More people (2) • A concentration of more people • A flow of people coming to the community • Apartments near shops • As always, people that spend money • Foot fall • Higher local population • Higher population density • Housing near train stations • Increase housing density • Increased customer base • More apartments close to rail • More density and people • More families • More housing near Transport • More people around shops • More people living in Ashfield • More people living in centre • More residents/visitors • People • People - around regularly • Population density • Population growth • Residents within walking reach • Young professional demographic
Diversity of land uses (11)	<ul style="list-style-type: none"> • Appeal to different ages • Diversify the type of shops • Diversity • Don't repeat the same types • Mixed use development • More tenants Old Perth Rd • Old Perth Rd needs diversity • Precincts w complementary businesses • Range of businesses • Too many cafés • Variety
Transport and access (11)	<ul style="list-style-type: none"> • Access and parking (yes, not the best) - just look at Guilford • Accessibility • Accessibility - place & service • Better disabled accessibility • Disabled accessibility • Easy access in & out • Good public transport • Good transport access • More council provided parking • No or limited traffic congestion • Pedestrian friendly street
Offer quality service/products (10)	<ul style="list-style-type: none"> • Be consistent and dependable • Be proud of the quality

	<ul style="list-style-type: none"> • Good quality product • Improve customer service • Improve dining quality • Innovate and add services • Offer sustainable products • Provide interesting services • Quality and friendly service • Seen as first choice suppliers
Attractive buildings/areas (9)	<ul style="list-style-type: none"> • Funding to upgrade shopfronts • Improved maintenance along OPR • Modernize shop design • More vibrant spaces for people • Public realm activation • Redevelopment of tatty buildings on Old Perth Rd • Sense of place • Street appeal • Vibrancy of other attractions
Local engagement (9)	<ul style="list-style-type: none"> • Engage with the locals • Advertise locally • To be visible & used by locals • Engage with all residents • Maybe advertise on shire web • Community collaboration • Signage / promotion • Promote local • Community days
Amenity and community hubs (9)	<ul style="list-style-type: none"> • Happy, healthy, prosperous people • A developed community hub • Community minded owners • Village centre • Focus on people not parking • Make shopping a good experience • A town square anchor point • Be family friendly • Improved amenity nearby (space)
More customers (8)	<ul style="list-style-type: none"> • Customers (5) • Active customers/residents • People who shop locally • Support from locals
Better policies/support (8)	<ul style="list-style-type: none"> • Less red tape and faster council access and approvals for "outside the box" ideas • Council investment • Retain penalty rates • Access to advice from council • Promote a sustainable business • Better policing • Place-based activity by Town • Provide tax incentives business
A point of difference (7)	<ul style="list-style-type: none"> • Different individual identity • Have a point of difference • Have a unique theme • Point of difference • Quirky points of interest • Sell things that are unique • Strong theme
Affordable rent and landlord support (7)	<ul style="list-style-type: none"> • Affordable rent/rates • Affordable rents • Affordable sales offices • Lower rents • More flexibility from landlord • Reasonable rents - support from landlords

	<ul style="list-style-type: none"> • Supportive landlords
Parking (6)	<ul style="list-style-type: none"> • Better parking • Better parking solutions • Easy parking access • Parking • Parking for home businesses • Parking in ToB
More competitive environment (6)	<ul style="list-style-type: none"> • A competitive supermarket • A mix of cafés and other shops that stay open at the same time • Be more competitive • More businesses • Opportunity & space to network • Quality biz environment
Marketing and communications (5)	<ul style="list-style-type: none"> • A strong buy local campaign • Marketing know-how • Marketing support • Sign to river water activities • Subsidised local and external ads
Improved customer service (5)	<ul style="list-style-type: none"> • Be customer friendly • Having customers in the door to a friendly atmosphere and soft music • Provide good customer service • Bassendean business app • Loyalty schemes
Reasonable products and services (4)	<ul style="list-style-type: none"> • Affordable and variety • Be affordable for the everyday purchase (landlords need to help to) • Competitive pricing • Reasonable prices
Support from government (3)	<ul style="list-style-type: none"> • Government department in Basso • Supportive planning department • ToB - clear fast polite support
Sustainability for businesses (3)	<ul style="list-style-type: none"> • Sustainability focus (2) • Circular waste economy
A strong vision for the area (2)	<ul style="list-style-type: none"> • A community vision that they see themselves growing into • Match community needs and SEI
Innovation and creativity (2)	<ul style="list-style-type: none"> • "Tech" park • Be relevant to residents
Maintenance of built form (2)	<ul style="list-style-type: none"> • Maintenance of buildings-owner • Innovative, well-presented bricks and mortar businesses. If the business looks dilapidated no-one will go there
More businesses (2)	<ul style="list-style-type: none"> • Less empty shops • Support for more business
Fewer restrictions (2)	<ul style="list-style-type: none"> • Fewer restrictions in OPR • Less restrictions
Other (9)	<ul style="list-style-type: none"> • Any planning issues? • Better street security in OPR • Economically happy community • Keep 'Village' status quo • Rail museum engagement • Attract more investment • Retirement: because most of them are a dead loss and don't know how to run a good business. Lobby better operators • Use back yards when available • Local job opportunities
How can shopping precincts become or continue to be community hubs in the future? (15 postcard; 51 poll responses)	
Theme	Specific Comment

<p>Vibrant activities/entertainment/events (24)</p>	<ul style="list-style-type: none"> • Community art projects • Community events • Community groups and lectures • Continue repair cafes +markets • Education/workshops • Entertainment facilities • events like the outdoor cinema • Festivals or large events • Have more events • Holiday activities • Interesting activities • Invite buskers • Local art displayed regularly • Markets • Markets and street fairs • More community events • More public performances • Neighbourhood days • Offering activities that engage • Run workshops (craft, food) • Second hand markets • Using the space for events • Vibrant atmosphere. • Workshops such as repair cafés
<p>Quality open spaces (16)</p>	<ul style="list-style-type: none"> • Open space for exhibitions/gatherings (2) • Add more playgrounds, seating, shade and all access paths. Create "place-making" opportunities • Create outdoor community space • 'Hang out' spaces for youth • Improve spaces and facilities • More trees and shade • Near a park • Over public space and shops • Resting spaces • Seating in the centre • Shaded public seating • Shady trees, seats • Streets animate life • Undercover • Weather protection
<p>Provide diverse retail options (11)</p>	<ul style="list-style-type: none"> • Celebrate diversity • Different array of shops • Diverse shops • Diversity • Diversity - no more cafes • Diversity of shops • Ensure they're a one stop shop • Offer wider range of retail • Range of cafés and eateries • Range of different shops • Variety of retail options
<p>Easy transport links/parking (9)</p>	<ul style="list-style-type: none"> • Bring buses to the door • Ease of access • Easy access and parking • Free parking • Good transport connections • Link to train/bus stations • Parking can be crazy • Shady parking • Encourage active transport

Have small/unique/local retailers (8)	<ul style="list-style-type: none"> • Do not allow three owners to dominate a shopping precinct • Encourage small business • Favour independent retailers • Have smaller shops for more affordable rents - be different to the chain stores • Local food growers • Promote local products • Unique small businesses • We like to shop local
Develop/allow more commercial spaces (7)	<ul style="list-style-type: none"> • Allow development • Attract businesses • Developing Eden Hill village • More tenants along Old Perth Rd • Provide them where required • Shops • Work spaces
Prioritise walkability/pedestrians (6)	<ul style="list-style-type: none"> • Building the shopping area of the top of the train station to connect both sides of the town and improve walkability • Create a mall, no car area • Focus on safe walkability • Make them people-friendly instead of car-friendly • People before cars • Shops in walking distance
Specific commercial uses (6)	<ul style="list-style-type: none"> • Anchor tenants • Better deli in Old Perth Rd • Community pantries • Have a DIY home handyman store • K-Mart • Medical centre
Tailored to community needs (6)	<ul style="list-style-type: none"> • Be relevant to the people • Community orientated • Desirable • Relevant products • Support community groups • Support local schools
Attractive precinct (5)	<ul style="list-style-type: none"> • Festoon lighting • Make the precinct unique • Nice green spaces nearby • Trendy creative spaces nearby • Vibrant appearance
Become mixed-use (5)	<ul style="list-style-type: none"> • Build above shopping centres. Dead space the way the Hawaiian Shopping Centre is currently. High-rise above with electric shared cars and bikes for residents • By integrating into mixed use • Diversity of housing choice • Include housing above shops • Live shop work in these hubs
Community facilities (5)	<ul style="list-style-type: none"> • For Council to place meeting facilities for mums and bubs, the elderly in and near shopping precincts • Good toilets • Including community facilities • They can't. Create community hubs that don't necessarily involve spending money - playgrounds, schools, cinema, parks etc. • Used to house community clubs
Family-friendly options (5)	<ul style="list-style-type: none"> • Centre playground • Childcare and free entertainment • Children activities • Have shops for all ages • Multi-generational activities
Community engagement (4)	<ul style="list-style-type: none"> • Information/education to us • Physical face to face meets

	<ul style="list-style-type: none"> • Places to share local news • Seek community feedback
Pop-ups and food trucks (4)	<ul style="list-style-type: none"> • Food trucks • Food vans summer Thurs/Fri night • Pop up shops • Popup shops from locals
Prioritise Old Perth Rd	<ul style="list-style-type: none"> • Fill out the main strip • Improve facades Old P Rd • Old Perth Rd is Guilford without the traffic - Yeah!! • Spread along Old Perth Rd and more
Attractive on weekends/out of hours (3)	<ul style="list-style-type: none"> • Encourage businesses that open on weekends • Opening past 5 • Venues that attract people out of hours (alcohol is unfortunately often frowned upon)
Higher density residential nearby (3)	<ul style="list-style-type: none"> • Apartments / terrace near shop • High density housing adjacent • Provide residential density
Reasonable rent and supportive landlords (3)	<ul style="list-style-type: none"> • Fair rent for businesses • Landlords to be flexible • Make landlords maintain property on OPR
Revitalise old shops (3)	<ul style="list-style-type: none"> • Improve repair of shops on OPR • Rebuild some shops • Revamp some old shops
Sustainability (2)	<ul style="list-style-type: none"> • Sustainable focus • Sustainable growth
Affordable products and services (2)	<ul style="list-style-type: none"> • Affordable products • Low cost options
Other (22)	<ul style="list-style-type: none"> • "Closed" shopping centres • Bassendean shopping centre • Built-form integrate to street • By making "shopping" an activity and social experience • Decent restaurants • Personal friendly service • Continual creativity • Increase local job opportunities • More apartments • Entertainment • Financial incentives • Good internet & WiFi services • Offer leisure opportunities • Ordinance to control business types • Providing utility function • Stop promoting corporate • Suspended coffees volunteering • They need a no shoe no entry • They shouldn't • This town is village • We need more tenants • Yes they can, where we meet

5.4.4 Postcard 4/Polls 7-8: Local Work and Mixed Use

The most common five themes related to local work are:

- Accessible notices/promotion (10)
- Business support from Town of Bassendean (10)
- Better transport management (9)

- Education and training (8)
- Increased population/density (7)

The most common five themes related to **mixed-use development** are:

- Prioritise Old Perth Rd (32)
- Transit-oriented development (24)
- Around shops (10)
- Corridor development (8)
- Other specific location in Bassendean (7)

What will help Town of Bassendean residents better access work or find work locally in the future? (15 postcard; 34 poll responses)	
Theme	Specific Comment
Accessible notices/promotion (10)	<ul style="list-style-type: none"> • A subgroup of 6054 fb page • Community noticeboard at shop centre • Ease of access to town advisor • Library notices • Make people aware of job • Posting on online forums • Shopping centre notice boards • Social media postings • Using social media to advertise • Work engagement strategy
Business support from Town of Bassendean (10)	<ul style="list-style-type: none"> • Adding administrative function • Art grants • Circular economy - encourage spending in the Town, employ local, Council spending local first, innovative businesses • Competent biz support by Town • Grants for small business • Shop local initiatives • Tax incentives for responsible businesses • ToB contracts to LOCAL agencies • ToB support for local artists • Town-Biz partnering
Better transport management (9)	<ul style="list-style-type: none"> • Better trains & station access • Control traffic congestion • Integrated rail and bus system • More / better bus transport • More train station parking • Move the station lift to the town side of Guilford Rd with an overpass also accessed by ramp • Accessibility • Better bus routes • No need with city train links
Education and training (8)	<ul style="list-style-type: none"> • Apprentice schemes • Business centre for training, learning and coaching • Business skill education • Paid work trial initiatives • Subsidised education • Support to upskill • ToB ties with Midland TAFE • Website/SEO/marketing education
Increased population/density (7)	<ul style="list-style-type: none"> • Diverse people = job diversity • Housing near Transport routes • Increased density

	<ul style="list-style-type: none"> • Increased population • More people • More people, more businesses • Population growth
Development of offices/shared spaces (6)	<ul style="list-style-type: none"> • Affordable office space • Business ideas hub • Co-working spaces • Fines for not maintaining property • Have more office space and attract corporate in-share building • Small business shared office
Live-work arrangements (5)	<ul style="list-style-type: none"> • A shared hub for home business • Approve home-based businesses that do not impact on privacy and quality of life, but lessen the need for transport • Encouraging home businesses • More at home businesses • Supporting home-based business
More commercial activity (5)	<ul style="list-style-type: none"> • Fill out old Perth road! • More businesses opening • More businesses that employ people (e.g. shops, manufacturing) • More commercial activity • Promote investment in area
Government office/services (4)	<ul style="list-style-type: none"> • Government office • Local employment service • Locate government agencies in ToB • Seriously, decentralise State Government departments and get one of those departments to set up in Bassendean
Mixed-use development (4)	<ul style="list-style-type: none"> • Infill with residential over commercial buildings • Mixed use brings work closer • Mixed use developments • More business/mixed use
Space in industrial area (4)	<ul style="list-style-type: none"> • Already have industry close by • Local business in industrial • The business park is the place • With local industry/ business
Diversity of land uses and businesses (3)	<ul style="list-style-type: none"> • Local mix of industry/business • More businesses in all sectors • Point of difference businesses
Environmental sustainability (3)	<ul style="list-style-type: none"> • Community recycling facilities • Nature-based industry development • Sustainable living
Improvements to Old Perth Rd (3)	<ul style="list-style-type: none"> • Filling empty shops on OPR • Fix OPR monopoly • Improve station end of OPR
Support for population diversity in employment (3)	<ul style="list-style-type: none"> • Childcare availability • Register ToB senior students • Services for disabilities
Support for start-ups and local business (3)	<ul style="list-style-type: none"> • Attracting sunrise industries • Create one's own employment • Successful local businesses
Technological advancements (2)	<ul style="list-style-type: none"> • Local tech park/work space capitalising on new tech • World class internet
Small and medium businesses (2)	<ul style="list-style-type: none"> • More SMEs in town • Smaller shops = cheaper rent
Other (9)	<ul style="list-style-type: none"> • A hotel accommodation opening • Don't think this matters much • Less self-serve and more personal check-out people • More gardeners up-keeping parks • More home choice • Opportunities to identify their best pathways

	<ul style="list-style-type: none"> • Places with trees and work • Really tough one • Yes
Where are the opportunities for mixed-use development in the Town of Bassendean? (17 postcard; 41 poll responses)	
Theme	Specific Comment
Prioritise Old Perth Rd (32)	<ul style="list-style-type: none"> • Old Perth Rd (12) • Old Perth Rd station end (2) • All along Old Perth Rd • Along the main street • Council Chamber & Halls • Council office area & school • Fixing heritage shops on OPR • More apartments on OPR • Old Perth Rd - but don't make it the only place • Old Perth Rd (footy end) • Old Perth Rd - Hotel carpark • Old Perth Rd first! From West Rd to Guilford Rd • Old Perth Rd is a great start • Old Perth Rd precinct • OPR - Opposite the Oval Gates • R&I shopping centre • Shop-apartments - Old Perth Rd • Town centre • Town to prepare a structure plan for the top end of Old Perth Rd • Within 600m of Old Perth Road
Transit-oriented development (24)	<ul style="list-style-type: none"> • Around railway stations in general (5) • Ashfield train station precinct (4) • North of Bassendean station (3) • Around Success Hill station (2) • 700m of train stations • 800m from train station • An exciting mixed-use development built over the train station, plus it could extend down over the top of the railway carpark • Broadway (North of train station) • BWS Site opposite station • Near 3 train stations • Near the stations on vacant privately-owned land • North of Ashfield station along the train line • Railway apartments/parking • West side of railway line in Bassendean or Ashfield
Around shops (10)	<ul style="list-style-type: none"> • Above shopping centre • Around shopping precincts • Commercial areas • Create shop town houses • Eden Hill and Ashfield Shops • Ground retail, housing above • In centre and shopping area • Next to any current shops • Retail and employment hubs • Supporting smaller centres
Corridor development (8)	<ul style="list-style-type: none"> • Along the rail line (4) • Along traffic corridors • Close to main roads • If train line sunk - above • North of the railway
Other specific location in Bassendean (7)	<ul style="list-style-type: none"> • Wilson St carpark (4) • Parker Street

	<ul style="list-style-type: none"> • Redevelopment of fire station site • West Rd
Specific uses to be included in mixed-use developments (6)	<ul style="list-style-type: none"> • Co-work space in pub during day • Incorporate business and residential - no more "sleeping quarters" and "industrial areas" as such • Make offices not noisy cafes • Meeting spaces/apartments • Retail, shops, cafés • Shared manufacture facilities
Ashfield town centre (5)	<ul style="list-style-type: none"> • Around Ashfield IGA • Ashfield IGA and parkland • Ashfield shops (Colstoun Rd) • Ashfield town centre-expand it • Colstoun Rd, Ashfield
Ashfield in general (4)	<ul style="list-style-type: none"> • At Ashfield • High intensity dev in Ashfield • Increased density at Ashfield • Rezone Ashfield
Nowhere/bad idea (4)	<ul style="list-style-type: none"> • Leave open space alone • Mixed use brings trouble • Nowhere it over crowding • They shouldn't be allowed
Limit scale of mixed-use development (3)	<ul style="list-style-type: none"> • Don't wreck what we have – it's special • Low rise developments • Medium density accommodation
Locations not appropriate for mixed-use development (3)	<ul style="list-style-type: none"> • NOT in the floodplain • NOT on public open space • Not amongst single storey homes
Around Bassendean Oval (2)	<ul style="list-style-type: none"> • The oval • Western end of Bassendean Oval
Eden Hill town centre (2)	<ul style="list-style-type: none"> • Eden Hill Shopping centre area • Redevelopment of Eden Hill Shopping Centre
Industrial area (2)	<ul style="list-style-type: none"> • Industrial area • To break light industrial
Mixed community-focused uses (2)	<ul style="list-style-type: none"> • Café and bookstores • Community reading hubs
Specific location in Eden Hill (2)	<ul style="list-style-type: none"> • 282-284 Morley Drive East Eden Hill • Avenues to blend to Eden Hill
Other (9)	<ul style="list-style-type: none"> • Better parking solutions • Community garden • Genuine benefits to biz • Riverfront properties • Social currency (pay back) • Space for locals - cheap rent • The more happiness • Vacant/poorly Maintained lots • Visionary zoning

5.4.5 Postcard 5/Polls 9-10: Environment

The most common five themes related to **protecting the natural environment** are:

- Tree retention/planting (43)
- Retain/enhance green spaces (25)
- Focused high density development (16)
- Protect river areas (12)
- Improved waste management (11)

The most common five themes related to the Swan River are:

- Better access/more pathways (38)
- Protect/enhance existing nature (18)
- Community events/walks (15)
- New riverside reserves (14)
- Education/promotion (13)

We have heard that the natural environment is of great value to residents of the Town of Bassendean. How can the environment be protected with an increasing population? (19 postcard; 49 poll responses)

Theme	Specific Comment
<p>Tree retention/planting (43)</p>	<ul style="list-style-type: none"> • Planting more trees (3) • \$ value given to trees/gardens • Community planting days • Continue to encourage native planting by residents and developers • Council Tree Canopy Target • Dedicated tree area designation • Demolition permits that protect existing trees • Dieback prevention awareness • Encourage people to plant more trees • Exclusion zones around big trees • Financing tree maintenance • Improve increase native veg • Keep the trees for block infill • Large green canopy trees do not survive infill • Less rates for land with trees • Limit taking down of big trees • Limit tree canopy removal • Mature trees for new development • Maximise street tree planting • More planting along railway • More street trees • More trees on all footpaths • Not bulldozing trees when developing blocks • Place a high dollar value on trees • Plan places for mature trees. • Planning requirements for tree • Plant trees along verge • Preserve trees on private land. City of Sydney did it in 1979 - NSW Planning Leg backs it up • Preserving trees/green space • Protect trees from development • Protects trees of private property. Preserve existing trees • Public tree planting • Red tailed cockatoo trees • Retain trees in suburbs • Revegetate all verges with local native plants • Stop battle-axing where mature trees are felled • Tree canopies protected • Tree retention incentives • Trees on BIC reserve • Utilising verges large trees • Verge trees, community garden
<p>Retain/enhance green spaces (26)</p>	<ul style="list-style-type: none"> • Protect as much open/green space as possible (5) • Acquire more land for open space • By not selling parkland

	<ul style="list-style-type: none"> • Designated park areas • Do original plan for Bindaring • Don't build on existing green spaces • Enhance the parks • Greater density and green area • Greening of Council-owned land • I think that there should be more local parks and more trees/bushes • Improved vegetation on reserve • Keep Ashfield flats • Keep sporting fields • Keep things natural • Legislate protection GOS • Note "relegating" the green areas to parks but unify it with the suburban life • Private green space requirement • Retain parkland or bush • Retaining parks • Stop allowing destruction • Stop selling off the land • Woodland/nature parks
Focused high density development (16)	<ul style="list-style-type: none"> • Build up - not out (3) • Focus high-density development (2) • Apartments near train station (2) • Concentrate multi-residential units (one, two and importantly three bedrooms) near the station without destroying the heritage and character • Develop within 800m of train stations • Focus residents in hubs • High density at transport hubs • Identify station developments • Increase density near trains • Increase high-rise e.g. Old Perth Rd, fire station, key commercial sites • Plot rations to preserve green space • Promote density + enviro = yes
Protect river areas (12)	<ul style="list-style-type: none"> • Protect the river banks (2) • Invest/protect river parks • Keep river buffers • Leave river/wetlands alone • Protect shore fauna • Public space connect to river • Restoration of river parks • Retain the river foreshore • River access manage degradation • Signing/enforcing water speed • Work more with Swan River Trust
Improved waste management (11)	<ul style="list-style-type: none"> • "ples tack pepel that do liter to gael" - Please take people that do litter to gaol (feedback from 5-year-old community member) • Cloth nappy rebates • Community clean up days • Composting & waste education • Consume less • encourage rubbish removal • More dog poo bins at Ash flats • Promoting less plastic use • Provide ample bins in parks • Recycling plant • Reuse more
Raise awareness/engagement (9)	<ul style="list-style-type: none"> • Building awareness of flora • By encouraging park culture • Community education • Community involvement • Environmental consultancy plan

	<ul style="list-style-type: none"> • More volunteers to help • Share more information • Verge ideas through a talk/presentation (like Environment House) • Wildlife awareness
Limit public access (8)	<ul style="list-style-type: none"> • Better fencing and signage • Close off areas at times • Designated river walking paths • Limited public access • Minimalist fencing (not ugly) • More designated paths only • Police the areas better • Provide protected walkways
Limit growth/development (7)	<ul style="list-style-type: none"> • Don't over develop is the key • Limit growth • Limiting development/infill • Not accepting growth as inevitable • Reduce subdivision of blocks • Restrict building • Stop building high rise
Water saving/management (6)	<ul style="list-style-type: none"> • Insist on steam weeding by MRD • It can't unless quality innovative water retention processes are implemented. Water is our most valuable and wasted resource • Living streams • Look after waterways • Rain gardens on verges • Water sensitive verge design
Engage key stakeholders/organisations (5)	<ul style="list-style-type: none"> • Encouraging land care projects • Greater volunteer engagement • Harnessing volunteers • Involve Wadjuk Noongar people in everything • Network with wildlife groups
Improve access (4)	<ul style="list-style-type: none"> • Cycle-friendly roads • Make it accessible • Pyrtton recreational paths etc. • Stop building fences
Strategic infill (4)	<ul style="list-style-type: none"> • Appropriate zoning and incentives to drive infill rather than clearing existing vegetation for more lots • Diversity of housing choice • Strategic infill • Sustainable architect infill
Increased maintenance (3)	<ul style="list-style-type: none"> • Increase garden maintenance (2) • Maintenance
Non-native animal management (3)	<ul style="list-style-type: none"> • Cats must be retained within their own property boundary. No cats in high density development • Cull feral cats • Enforce dogs on leashes
Prioritise particular strategies (2)	<ul style="list-style-type: none"> • Identify classify assets • Updates to sustainability strategy
Limit/stop pesticide/herbicide use (2)	<ul style="list-style-type: none"> • Limiting use of poisons • Stop spraying Roundup
Protect heritage (2)	<ul style="list-style-type: none"> • Protect character areas • Protect some heritage areas
Protect/enhance biodiversity (2)	<ul style="list-style-type: none"> • Encourage wildlife corridors • Increase biodiversity in parks
Sustainable building design (2)	<ul style="list-style-type: none"> • Environmentally friendly urban • Someone to speak to at the Town regarding sustainable design
Other (4)	<ul style="list-style-type: none"> • Community garden • Encourage development that has village atmosphere • Keep what we have

- More rates / money to protect

How can connection to nature and the Swan River be enhanced? (14 postcard; 55 poll responses)

Theme	Specific Comment
<p>Better access/more pathways (38)</p>	<ul style="list-style-type: none"> • Public access along river edge/foreshore (4) • A bike path along the river • Access • Access along the whole shore • Add interest along paths • Better footpaths • Better walk ways, bike paths • Board walk at Ashfield Flats • Board walks/ hides • Bridge to Garvey Park • Bring back the jetty at Bindaring Park - keep it wheelchair accessible (Success Hill is great but has a lot of stairs) • Build better pathways there • connecting walking trail • Cycling around • Don't erect fences at river • enhance walks around Ashfield • Enlarge path to river • Extend the river walks • Floating paths to river edge • Foot connection river to hubs • Footpath behind homes on North • Green route along Old Perth Rd • Green route thru Success Hill • Increase walking and bike path • Maintain a walk trail along Old Perth Rd, Surrey St to Point Reserve. Sculpture walk • More cycle paths • No fence in Ashfield Flats • Pedestrian bridges over river • People rather than car-centric • River view walk paths • River walk trail Eden Hill • Slow local speeds to 30-40 km • Stop building fences • Walkway through Success Hill • Walkways the length of the river, elevated where landowners refuse to cede the land required
<p>Protect/enhance existing nature (18)</p>	<ul style="list-style-type: none"> • Ashfield flats rehab • Contain erosion to riverbanks • Don't fill floodplain • Improve fringing vegetation • Improve river and bridge beauty • Improved land care/protection • Less interference • Preserve the river and make it more approachable to all • Protect degrading foreshore • Protect habitat on fringes • Protect shore fauna • Protect sign more significant trees • Revegetation to riverbanks • Rehab what exists • Revegetate parklands • Some irrigated green spaces • Stop more built form in GOS

	<ul style="list-style-type: none"> • Tree canopy along streets
Community events/walks (15)	<ul style="list-style-type: none"> • Community events at foreshore parks (3) • Guided nature walks (2) • Community river care • Community walking groups • Educational walks/paddles • Events on or near the water • Fishing competitions • Parkland food/coffee trucks • Photography/Indigenous tours/walks • Planting days • Sponsor expert talks • Story telling events
New riverside reserves (14)	<ul style="list-style-type: none"> • 15m free land along riverbank • 15m riverbank made public • Acquire land along river bank • Complete Bindaring Park • Develop Pyrton as public park • Develop Pyrton site: housing, wedding park, shell stage for cultural events, Indigenous park, botanic gardens • Landscape beach by river • Master plans for river parks • Master plans for the river reserves • More open spaces • Pickering Park plan • Public ownership of riverfront • Pyrton recreational development • Work on Lord St reserve
Education/promotion (13)	<ul style="list-style-type: none"> • Advertising the amenities • Better flora/fauna signs • Educate community on beauty • Education for community • Engage local schoolchildren • Educating residents • Increased interpretation • More respect comes with knowledge • Promote • Promote our great parks • School/prison environment education • Walking maps • Workshops with children about trees, animals, the river
Tree retention/planting (9)	<ul style="list-style-type: none"> • More street/verge trees (3) • Ongoing re-vegetation programs • Plant more riverside trees • Plant same species on each street • Protect the tree canopy • Shade • Street trees and footpaths
Improve facilities in public open space (8)	<ul style="list-style-type: none"> • Better toilet facilities • Build clubs/activity areas • Community garden • Exercise equipment in parks • More lights and toilets at Sandy Beach • More park benches/tables • Outdoor exercise equipment • Toilets (upgrades?) at parks
Improved directional signage (6)	<ul style="list-style-type: none"> • Improved heritage signage • More signage for drivers • More signage on Guildford Road

	<ul style="list-style-type: none"> • Signage • Signs at Guildford Rd • Take away smart move signs. They distract and are silly
Erosion prevention (6)	<ul style="list-style-type: none"> • Enforce boat speed limits • Managing boat erosion • remove speed boats • Sign/enforce river boat speed • Stop speeding boats that erode riverbank • With the massive erosion caused by speeding boats that undermine the bank causing trees to fall into the river - fix the erosion issues
Connection to nature and river is already strong (5)	<ul style="list-style-type: none"> • The connection is already there • The trails are good already • This is already good • We have great open spaces • We have something special here
Indigenous history, culture and people (5)	<ul style="list-style-type: none"> • Aboriginal history at sites • Aboriginal story telling • Education indigenous land care • Indigenous art gallery • Indigenous rangers
New drainage/man-made tributaries (5)	<ul style="list-style-type: none"> • Develop waterways. In each neighbourhood • Improve Ashfield flats drain health • Make drains natural & obvious • Naturalise the storm drains • Streams from Ivanhoe Street
Play areas for kids (5)	<ul style="list-style-type: none"> • Play areas for kids (2) • I would like to have restaurants near the rivers and a play area for kids • Playground upgrades at river • Playground equipment
Green corridors of connection (4)	<ul style="list-style-type: none"> • Connecting green spaces via green corridors • Create a linear park on the south edge of the oval linking the town centre to Point Reserve • No parapet development. Allow for critter corridor • Turn the drainage blocks into green pathways for river access. Re-landscape and revegetate them so they safer and more naturally formed
Better management of pets (3)	<ul style="list-style-type: none"> • Fenced dog exercise areas (2) • Responsible dog owners
Boating and kayaking (3)	<ul style="list-style-type: none"> • Kayak launch North of train line • Kayaking hire exchange4trash • River taxis
Community engagement (2)	<ul style="list-style-type: none"> • Community consultation during project works • Listen to friends groups
Manage mosquitoes (2)	<ul style="list-style-type: none"> • Mosquito and midgie control • Pest & mosquito management
Other (12)	<ul style="list-style-type: none"> • Allow longer answers • Close the TPS4A Scheme • Spend money on infrastructure • Street paving and streetscape • What Bayswater has done • Camping by the river • Carparks • Develop the riverfront • Less high rise • Restrictions • Stop spraying poisons • Less power lines

5.4.6 Polls 11-13: Suburb-specific Ideas

What is your one best idea for improving planning and development in Bassendean? (17 poll responses)	
Theme	Specific Comment
Environmentally sustainable development (4)	<ul style="list-style-type: none"> Green developments! Approve new developments/plans with solar power/batteries only. Insist on tree planting. Any public buildings should be eco designed Higher building with more green space - allowance to be given for a smaller footprint, but must be a useable living space not a dog box Courage to support Perth as an internationally known biodiversity hotspot by increasing housing choice within a walkable area near train stations Sustainable development balancing local facilities with green space
Active and public transport (3)	<ul style="list-style-type: none"> Moveability. We need to be able to move about (walk, bus, train, ride bikes) with ease. We also need to be able to live & move around our own lands Implementing a transport service that operates from the river. instead of only trains residents can take emission free transport through the river Pedestrianise the Old Perth Road area
Preservation of trees and green spaces (3)	<ul style="list-style-type: none"> Maintenance of large native trees on private property Preserve trees. Sydney did in and NSW Govt can - https://www.cityofsydney.nsw.gov.au/live/trees/pruning-and-removing-trees and https://legislation Retain large blocks and require all residences to have gardens and trees, apart from Old Perth Rd precinct, develop that area, high rise, shops etc.
Competitive ownership of Old Perth Rd needed (2)	<ul style="list-style-type: none"> Address issues with commercial property ownership on OPR limiting growth & prosperity Dealing with landowners letting commercial property deteriorate and blocking change
Limits to development to maintain character (2)	<ul style="list-style-type: none"> Maintain village atmosphere - not high density housing! Height limits on apartments and maintenance of green space
Other (3)	<ul style="list-style-type: none"> More barbeques and toilet facilities Better consultation where you can hear people's ideas more fully, less constrained than this format Really need more tenants along Old Perth Road
What is your one best idea for improving planning and development in Ashfield? (6 poll responses)	
Specific Comment	
<ul style="list-style-type: none"> Ashfield rezoning to R35/40 area More thoughtful green space like Gary Blanch park which enhances surrounding property value Increasing the density within 800m of the train station will bring more people, diverse housing choice within walkable proximity to the river/river. Increase housing choice within a walkable area of the train station Having an open market, cafe strip and shops at the entrance of Ashfield making it look more appealing and give it more of a cultural vibe Bring back the TOD idea centred around the train station, but without necessarily developing Ashfield Reserve. More density and make it safer (lighting) 	
What is your one best idea for improving planning and development in Eden Hill? (5 poll responses)	
Specific Comment	
<ul style="list-style-type: none"> Parking. With all this infill there's no parking & everyone is parking on the streets. Something needs to be done about that Maintain tree canopy. Conditions on development of lot subdivision Reduce number of homes west housing in the area Security, CCTV on all streets, community outreach for the youth PCYC at Alf Faulkner hall and community picnics Ensuring residential streets have footpaths, underground power and trees 	

5.5 Community Survey

A community survey was available via the Town’s Your Say page from Monday 24 June until Friday 26 July. This survey was completed by 113 participants (although note that not every participant responded to every questions).

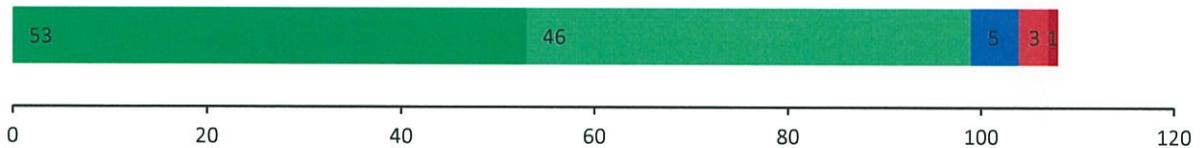
Each of the graphs below is colour-coded as per the following key, with the **counts on each portion of the graph indicating the count of respondents** who selected the relevant level of agreement or support.



5.5.1 The feedback that we have received so far, and community engagement for previous projects, tells us that the following are the core values of Ashfield, Bassendean and Eden Hill, that reflects its character and spirit. Please indicate your level of agreement with each of the following statements:

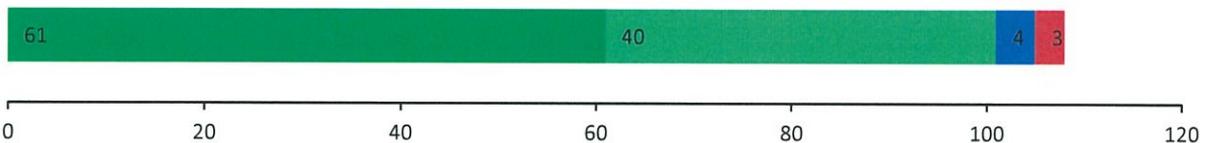
An accessible town centre in Bassendean (Old Perth Road) and easy access to the Perth CBD make Bassendean, Ashfield and Eden Hill attractive and convenient places to live

98% of respondents (99 individuals) either strongly agree or agree with the above statement.



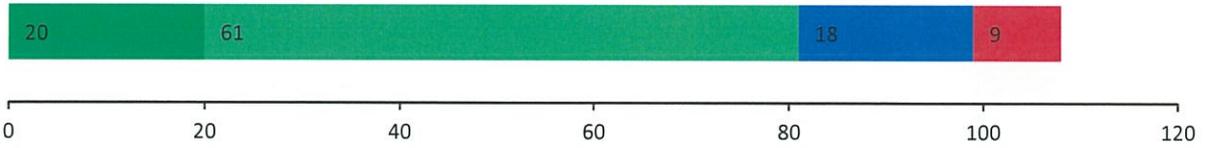
A beautiful natural environment with an abundance of vegetation, trees, green open space and connection to the Swan River are important elements of the Town of Bassendean

94% of respondents (101 individuals) either strongly agree or agree with the above statement.

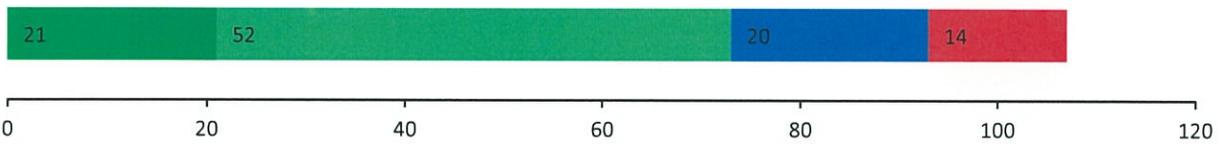


Bassendean, Ashfield and Eden Hill are welcoming communities where people know each other and have a “country town” feel

75% of respondents (81 individuals) either strongly agree or agree with the above statement.



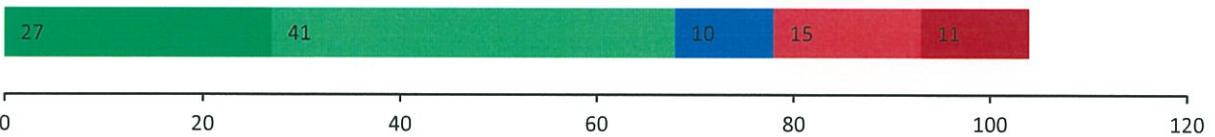
The local area has a rich history that is reflected in the community, the environment and the built form
 68% of respondents (73 individuals) either strongly agree or agree with the above statement.



5.5.2 Please indicate your level of agreement with the following statements. Accommodating more people in Bassendean, Ashfield and Eden Hill should be achieved by...

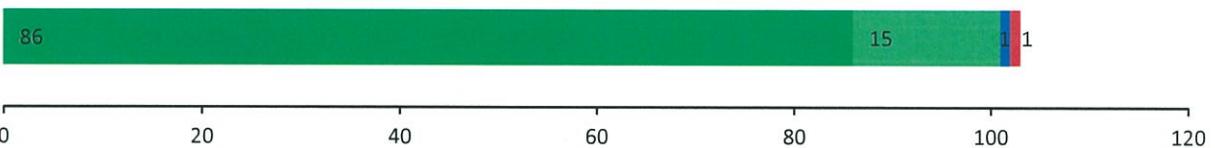
Locating higher density housing close to train stations

98% of respondents (68 individuals) either strongly agree or agree with the above statement.



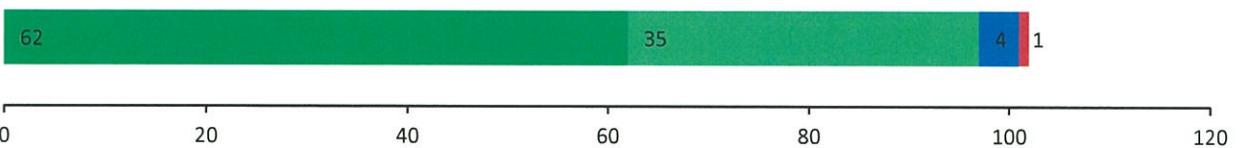
Ensuring that open and green space is preserved while developing new housing

98% of respondents (101 individuals) either strongly agree or agree with the above statement.



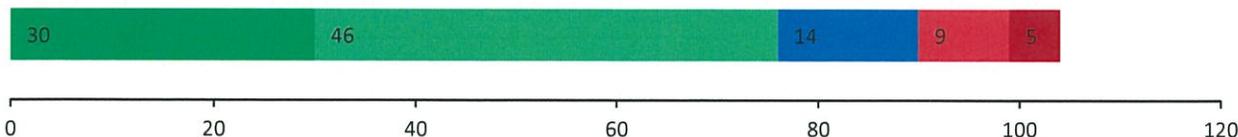
Ensuring that connections to history and heritage are preserved while developing new housing

95% of respondents (97 individuals) either strongly agree or agree with the above statement.



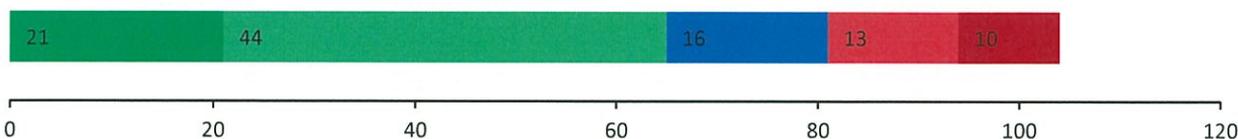
Developing more mixed-use precincts (e.g. apartments on top of shops)

73% of respondents (76 individuals) either strongly agree or agree with the above statement.



Locating higher density housing close to the Bassendean Town Centre

63% of respondents (65 individuals) either strongly agree or agree with the above statement.



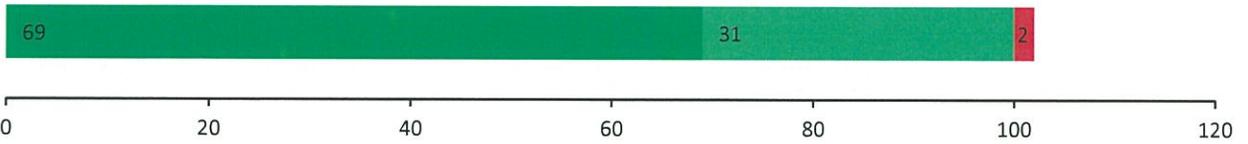
Other (please specify)

- Noise policy needed. More monitoring. More enforcement. All hours officer needed if people living closer to each other
- Preferably new housing should reflect the heritage of the area to some extent and
- It would be great if the high density housing could be in keeping with the character of the suburb. A lot of grey blocks built to the edge with harsh lighting are appearing in my area
- A wider range of accommodation
- consider other local transport options to enable people to access the trains, and
- Locate higher density housing throughout the town not in set zones ie just the town centre or train station
- I think in creating more housing we need to ensure we create 'meeting' spaces for the community as well
- No small lot ghettos such as Osborne Park and parts of Ashfield
- That large/ old trees, especially native ones are not killed for subdivisions or other property developments. Planning should work around these valuable trees
- No more congestion
- Keep the old country style township what we have known and loved
- Ashfield precinct plan put in place
- Stop building apartments for the sake of building apartments, especially when they are generic and not visually appealing and seem to not be environmentally conscious
- Ensuring pet friendly locations and activities are available for owners of dogs
- Develop underused areas such as the old shopping complex in Eden Hill
- No more INFILL in Success Hill
- Don't wreck the town with blanket rezoning, accommodate higher density around the train stations like Ashfield and Bassendean
- Preserve our streetscapes
- That good design, solar orientation

5.5.3 Please indicate your level of agreement with the following statements. The following principles ought to apply to the designing of new dwellings in Bassendean, Ashfield and Eden Hill:

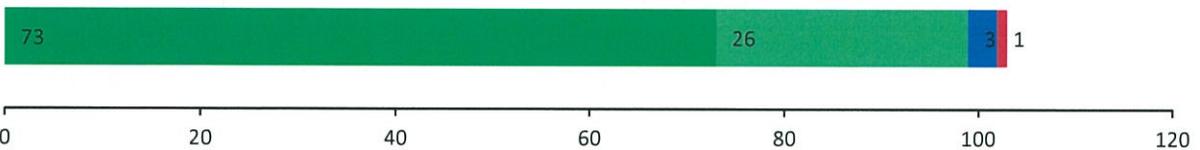
It is important that there are community spaces nearby to suit your needs now and into the future

98% of respondents (100 individuals) either strongly agree or agree with the above statement.



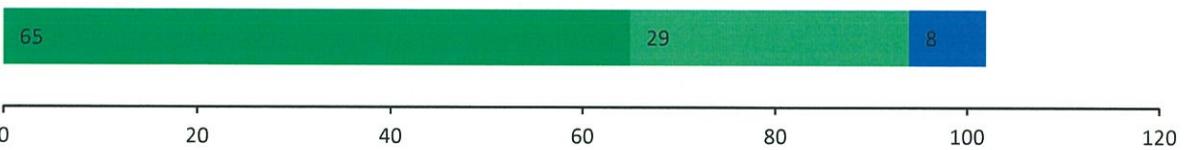
Good dwelling design should incorporate energy efficient ideas. The overall layout and position of windows and outdoor spaces, insulation, provision for waste management, and building materials are all important to a home’s overall sustainability

96% of respondents (99 individuals) either strongly agree or agree with the above statement.



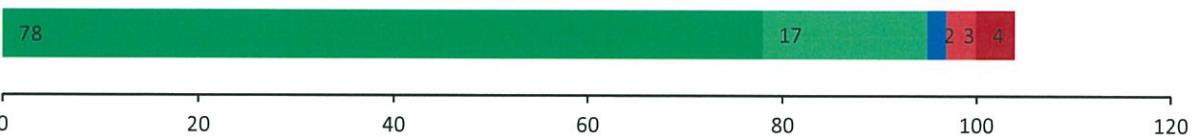
Good dwelling design should incorporate energy efficient ideas. The overall layout and position of windows and outdoor spaces, insulation, provision for waste management, and building materials are all important to a home’s overall sustainability

92% of respondents (94 individuals) either strongly agree or agree with the above statement.



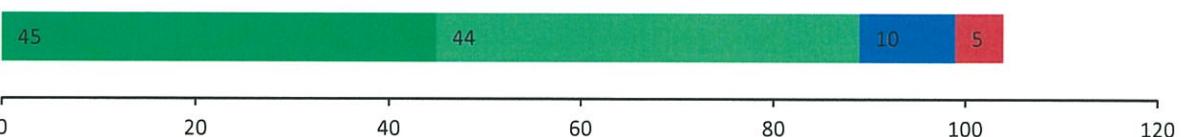
Wherever possible existing trees and mature plants within a development site ought to be retained. Where this is not possible, new trees and plants ought to be planted with new developments if existing trees and vegetation are to be removed

91% of respondents (95 individuals) either strongly agree or agree with the above statement.



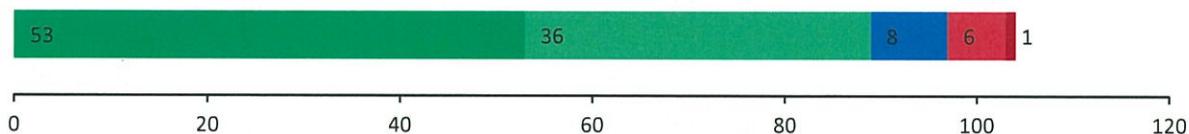
The layout of a dwelling should suit your lifestyle, be easy to maintain and adaptable to your changing needs over time

86% of respondents (89 individuals) either strongly agree or agree with the above statement.



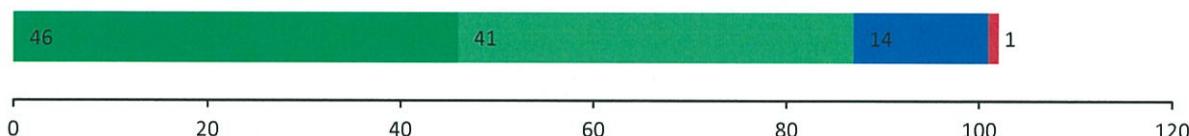
How a dwellings sits within a neighbourhood is important for good design. A dwelling may blend in, or have its own distinctive character, but should still relate well to the other buildings around it

86% of respondents (89 individuals) either strongly agree or agree with the above statement.



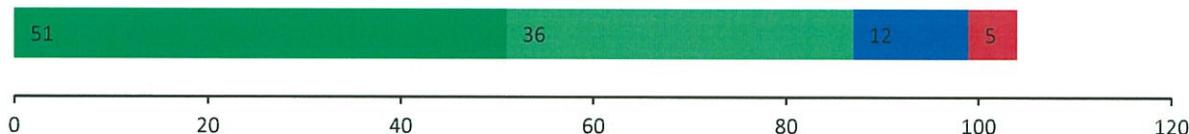
A dwelling is where you live, play and go about your life - so it should look good and age well. This includes all the finer details that can often get overlooked

85% of respondents (87 individuals) either strongly agree or agree with the above statement.



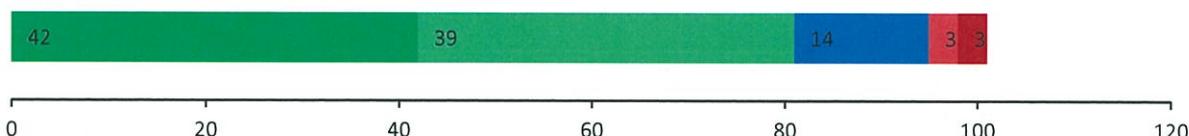
Dwellings should fit naturally into the local landscape in terms of their size and scale, both in the present and into the future

84% of respondents (87 individuals) either strongly agree or agree with the above statement.



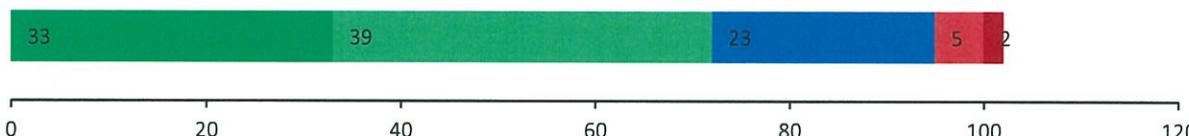
For grouped dwellings and apartments, communal open space should be provided, easily accessible to all inhabitants

80% of respondents (81 individuals) either strongly agree or agree with the above statement.



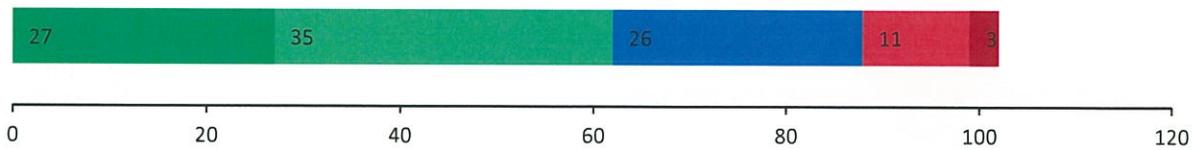
Dwellings should be secure and designed and sited in a way so neighbours can look out for each other

71% of respondents (72 individuals) either strongly agree or agree with the above statement.



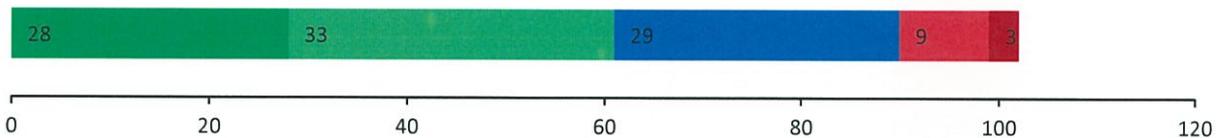
All dwellings ought to have identifiable and accessible front entrances, particularly from the street

61% of respondents (62 individuals) either strongly agree or agree with the above statement.



A dwelling should be designed in a way that allows for social interaction with people in your street or apartment building

60% of respondents (61 individuals) either strongly agree or agree with the above statement.



5.5.4 Please provide any other comments or ideas about the future of housing within the Town of Bassendean.

The counts in brackets indicate the number of comments that relate to a specific theme (first column) or the number of the same specific comment (second column). Because respondents were able to make multiple comments related to the same theme, these are counts of responses (not of respondents).

The most common five themes are:

- Better quality infill/subdivision (9)
- Specific planning approach/policy needed (8)
- Opposition to infill/density (8)
- Better maintained streetscapes/green spaces (6)
- Transit-oriented development (6)

Theme	Specific Comment
Better quality infill/subdivision (9)	<ul style="list-style-type: none"> • Design that is actually considered, not just claiming to be, in terms of materiality, environmental awareness, layout, solar access etc. • Diversity of street dwellings, frontage, etc., should be entirely permissible where it does not cause major shadowing of neighbours • Housing must be well maintained and fit for the purpose intended. Going into the future land area might not be reflective of past generations as the cost of maintaining these areas has increased. As has happened in the area of Precinct 1 of Eden Hill where larger blocks still zoned at R17.5 have been somewhat neglected and because of the increased costs of maintenance left unkempt or used to accommodate work vehicles or a larger number of cars etc. Infill in this area should be as important as high-rise development • Important to ensure that high density housing is appropriately designed and there is • Insist on good quality design with guidelines • Stop approving the building of cheap nasty and tacky houses that have no design. Beige cream brick and tile belongs in Joondalup, not Bassendean • There is a newer tendency to build huge blocks which but up against the fence line. This seems problematic for neighbours and I'm not sure that should be permitted (plus why are they painted such horrible dull colours?). That said, I don't want to impose my views on others

	<ul style="list-style-type: none"> • There needs to be more innovative design for subdivision instead of the typical battle-axe design which wastes space • We need to delete the split density codes as they are creating poor built form outcomes. Design WA will resolve the issues of poor walk up apartments
Specific planning approach/policy needed (8)	<ul style="list-style-type: none"> • We should not be salt and peppering density throughout an area, however, grouped dwellings in a low density context still have their place in our neighbourhoods • Charging enormous amounts for rates for vacant land, is wrong and greedy. Not beneficial as vacant blocks will become a bone of contention and be very hard to sell with some developers reluctant to take on it they can't build within a certain time frame • Introduce a density bonus for heritage homes so the house can be retained, and the current development potential realised at the rear • Mr Tony Dowling (Director of Planning Strategy Town of Bassendean) developed a scenario 2 which was the result of the last planning review. This seemed like a breath of fresh air in a very stale existing planning policy throughout the Town for many years. This should be the first priority and introduced for comment rather than starting all over again • Planning controls and the culture of administering those controls should be facilitative rather than regulatory with regards to promoting higher density housing in and around activity centres and station precincts • PTA want to close Success Hill Railway Station. What's the point of mandating INFIL here if the station closes? • The Town needs to establish a design review panel that will shape good built form outcomes and continue to work with landowners in the town centre to improve activation, retail diversity and create and maintain high quality public realm outcomes • Town planner needs to take a look at neighbouring properties. I live next to a carport the size of 3 houses; it echoes industrial noise at all hours for the last 8 years. Wtf!
Opposition to infill/density (8)	<ul style="list-style-type: none"> • Don't let Bassendean become an area of high density housing and disregard social and community aspects • I am not in favour of multiple unit developments trying to fit as many as possible on a block to the detriment of street appeal • No high density housing • No high riser around Bassendean oval and • Stop battle axe blocks • The lack of high/medium density housing was a major factor in me deciding to purchase a home in Bassendean and adds to the "small town" feel of the area. I strongly oppose any development that will increase the housing density • We don't want a suburb full of high rise buildings • We have enough high-rise apartments now so I don't want to see anymore!
Better maintained streetscapes/green spaces (6)	<ul style="list-style-type: none"> • All council property should be maintained to a high standard to improve the overall look of the neighbourhood • Also, it would be nice to see all the verge trees be the same so it's consistent • Existing green spaces also need urgent attention as they have been left for many years. These spaces will be the areas that will be much needed as the population increases • I am concerned about the old toilet lanes which are still vacant in parts of Bassendean. Is it possible for these lanes to be turned into community garden plots especially for the residents of units? The lanes could be locked and only plot users given keys for access. It seems that the maintenance of these verges is becoming more difficult. Could these verges be turned into parking spots keeping the roads free and making the verges tidier? Thank you • Provide interesting street scapes e.g. treed and winding rather than straight, • Underground power would allow for more planting and green cover in front yards and streets
Transit-oriented development (6)	<ul style="list-style-type: none"> • Don't be concerned with height and scale of apartments along Guildford road and near public transport • Don't increase density beyond 1km from train station or town centre • I think, Ashfield needs a higher density around the Train Station (around 1km radius) • Increase densities around train stations and further develop key hubs (shopping areas, cafe strips etc.) • Perhaps look at apartments in the new industrial area to be close to the train and not impact on existing green spaces

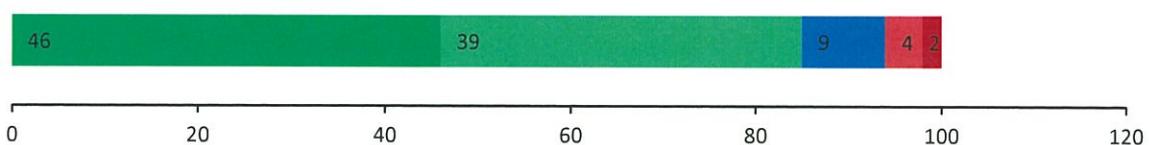
	<ul style="list-style-type: none"> We need to concentrate density around our town centre and along activity and transport corridors
Protect trees/nature (5)	<ul style="list-style-type: none"> Continue to build a 'green Basso' I'm worried about how we can achieve population targets in our town without destroying the environment. Sub divisions throughout Basso clear all the trees/plants, then the houses takes up ~70% of the block and the driveway the rest.... leaving a small square that might have astro-turf and maybe a token tree/shrub.... it paints a bleak, hot future for the next generation that lives here Please don't let people cut down trees just for their capital gain or for a building to take over our environment!! Retention of mature trees is so important, if there is an option to simply replant, most developers would take this option. For a significantly large tree, that is possible to build around, it should be protected from future development When developing or redeveloping structures we should consider removing notifiable, invasive and inappropriate plants and vegetation and replace with native and other appropriate plantings and the like
Retain existing character (5)	<ul style="list-style-type: none"> Bassendean is a pretty suburb, let's keep it that way I'm a fan of older design (Queen Anne period, etc.). That said, this should not be restrictive. Some buildings of this type should be retained, but they do not suit everyone (and can be difficult to upgrade, esp. re: insulation and denser housing). Maintaining the country feel is important New housing should reflect the aesthetic of Bassendean. There should be a Bassendean colour palette that people can subscribe to/choose to use knowing it's in keeping with the area.
Opposition to "ghettos"/cheap housing options (4)	<ul style="list-style-type: none"> High Density housing can look Ghetto like and uninviting if it isn't designed thoughtfully Multiple, cheap housing options attract low income occupants and increases social problems in an area No ghettos at all crime rate goes up with cheap ghettos. Bassendean is not about that that is why we live there Please do not end up like Maylands, Subiaco or Claremont. Awful crowded "legolands" with no visual appeal
Provide greater amenity (4)	<ul style="list-style-type: none"> Adequate and aesthetically pleasing amenities (public spaces and shops) nearby to accommodate the additional people and encourage them to respect their surroundings. I can see respect of the space being an issue in Ashfield but beautiful and well-maintained surroundings might encourage people to take pride in their town and respect the public spaces Get more people in these areas, provide new cafes, reduce cars and keep the leafy suburbs Make walking enjoyable and interesting, have small spaces where people can meet or relax Some community hubs, i.e. parklets/communal seating, especially around new apartment/residential complexes, would be good, to encourage community engagement/interaction
Focused high-density development (3)	<ul style="list-style-type: none"> Don't do a blanket density up lift or you will lose the local character and won't achieve increased population to drive new business and jobs Go up not out. Prioritise quality and compact over large and bland Strongly support well designed intensification in appropriate locations. Additional residents/dwellings will revitalise and support the town centre, add diversity and vibrancy
Issue with Engagement/Survey (3)	<ul style="list-style-type: none"> After several planning strategy reviews held in the Town over the past 10 years I find that this is yet another that will come of nothing as too much attention is always placed around the Town centre and a smaller vocal group of residents from the other side of the dividing rail track continue to call for a "village feel" in an area far too close to the centre of Perth to accommodate such a concept. As a result, we have a dead Town centre and a very neglected outer area of the Town Many of these questions are bias and not related to the local planning strategy potential amendments to zoning. There are no economic development related questions on activity centres or structure planning. Nor is there any questions about liveable neighbourhoods and amenities like the provision of open space. Examples like future trends analysis and research studies would add depth to visioning a future. The questions are same-same questions. So no opportunity for a change in policy or

	<p>strategy. To dream a new future, you ought to present concepts of change and the impact to community. A map would be helpful with pin points to identify places of interest and need. There were also no environment or sustainability questions on future planning. What is negotiable and non-negotiable to scope the housing</p> <ul style="list-style-type: none"> • The survey was one-sided questions
Provide a Variety of Housing Options (4)	<ul style="list-style-type: none"> • More creativity in housing types - allow for communal living on properties where there are several different dwellings (potentially of varying sizes) that share common spaces such as communal gardens • Need to make sure that high density housing needs to be available in 2- and 3-bedroom configurations as well as studio style • Not all dwellings need to be able to cater for all people. Some housing can be specifically targeted and designed for people at certain stages in their life
Support business/retail (3)	<ul style="list-style-type: none"> • More shops and businesses • Support local businesses • Too many empty retail
Increased noise/safety measures (2)	<ul style="list-style-type: none"> • Housing should definitely be secure, and of course it is nice to communicate with neighbours, but privacy and noise protection are also really important. Some of the high density housing have noisy tenants that party into the night. That's important for them, and so housing should facilitate a way to do this while preserving neighbourhood peace • Please don't over-look secure parking in these developments
Minimise development constraints (2)	<ul style="list-style-type: none"> • Local government should minimise constraints on private dwelling development. There are more important things for government to do than to nit-pick on the details of private dwellings • Please make it easy for the older smaller homes that cannot accommodate growing families to extend and renovate
Prioritise sustainability features (2)	<ul style="list-style-type: none"> • I would love the Town to include sustainability features mandated for new builds - whether that is including rain tanks, solar panels or insulation • Set a higher standard than is required for sustainability features
Revitalise Old Perth Road (1)	<ul style="list-style-type: none"> • More apartments on Old Perth Road would hopefully bring more shops/tenants • Old Perth road shops needs to be revamped. They look old and ran down doesn't attract business to the area
Other (3)	<ul style="list-style-type: none"> • Also I am concerned that more and more cars are parking on the roads in Bassendean making driving around difficult. This seems ridiculous when they are parked next to a wide verge • Ashfield train station park and IGA precinct needs a revamp. Underutilised community hub opposite a busy park for sports especially on weekends • Battle axe blocks are widely accepted in other LGA's but not so much within Town of Bassendean

5.5.5 Please indicate your level of agreement with the following statements. Improving access and transport within Bassendean, Ashfield and Eden Hill and to other areas outside the Local Government Area should be achieved by...

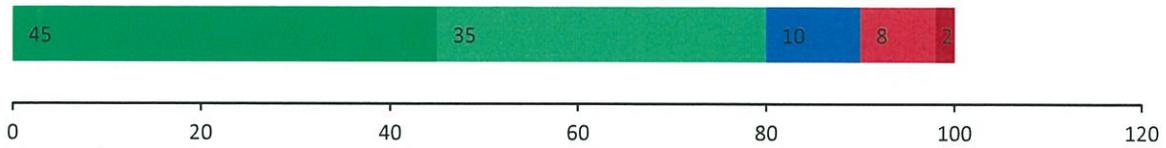
Improving walkability from surrounding suburbs to the Bassendean town centre

85% of respondents (85 individuals) either strongly agree or agree with the above statement.



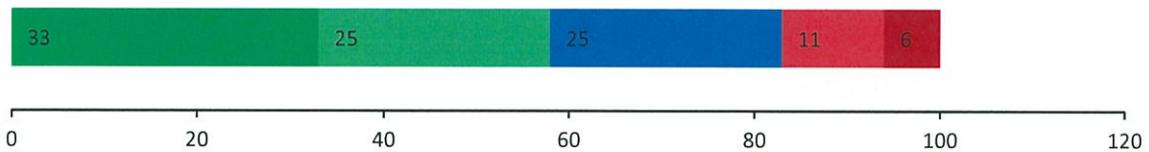
Improving walkability and vehicle connectivity between the Bassendean town centre and the Swan River

80% of respondents (80 individuals) either strongly agree or agree with the above statement.



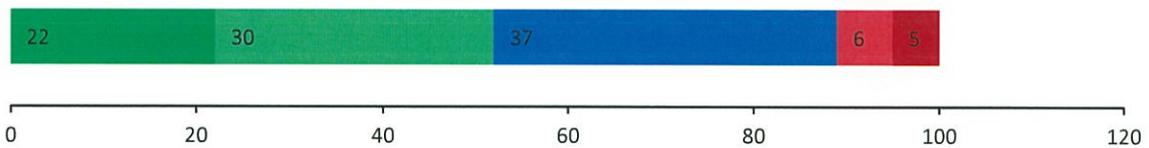
Having more people living close to train stations

58% of respondents (58 individuals) either strongly agree or agree with the above statement.



Having more people living close to bus routes

52% of respondents (52 individuals) either strongly agree or agree with the above statement.



Other (please specify)

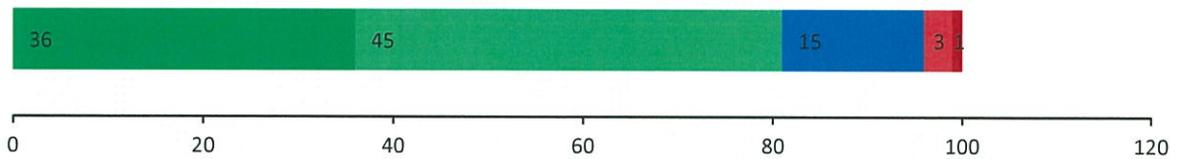
- Give us a circle route bus around Bassendean perimeter
- It would be great to be able to walk all the way along the river. It's a shame that a few houses block this possibility by fencing to the water
- More bike paths
- Improve local transport types and routes so that ALL areas of our town are serviced
- Considering how housing developments in surrounding suburbs effect the use of roads and transport in Bassendean e.g. Lord St and Railway Pde intersection
- Improving walkability as well as vehicle access between town centre and river seems contradictory! Footpaths seem adequate, and existing roads. Emphasis should be on walking/pedestrian safety, not driving/vehicle access
- We need to improve current facilities - more pedestrian crossings 'safe traffic' streets with widened footpaths. More safe spaces to cross Guildford Road
- Creates problems
- More people living along transit and activity corridors
- Safety is key, otherwise people are not encouraged to catch public transport. lighting in and around areas of public transport are really important
- There is no bus route close to my part of Eden Hill; nothing on Morley Drive, a long walk to Walter Road and an even longer walk to the Bassendean train station. So above are silly statements to me. How can you make people want to live closer to the train stations in an area that was developed pre 1953?
- Good lighting needs to be provided in these areas for safety
- Sweep and clean the footpath network. They are appalling and covered in weeds grass and sand
- Discourage motor vehicle accessibility between Swan River and Town Centre for able bodied people
- Walkability is pretty good at the moment
- I'm less keen on relying on car options. Improved foot traffic, bikes, and indeed
- How about creating multiple bus routes that incorporate other streets, not just our usual bus routes
- More shared transport options

- Bus routes are more transient than rail and therefore you need to be very happy with the TPS to anchor it to a bus route
- Improving walkability between Ashfield Town Centre and the Swan River
- Disagree with vehicle connectivity improvements to Swan River-priority should be active transport connections

5.5.6 Please indicate your level of support for the following ideas for improving transport and access in Bassendean, Ashfield and Eden Hill

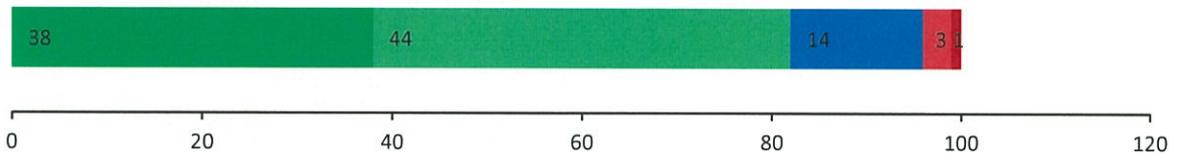
Improve pedestrian and cyclist access to Success Hill train station

88% of respondents (81 individuals) either strongly support or support the above potential action.



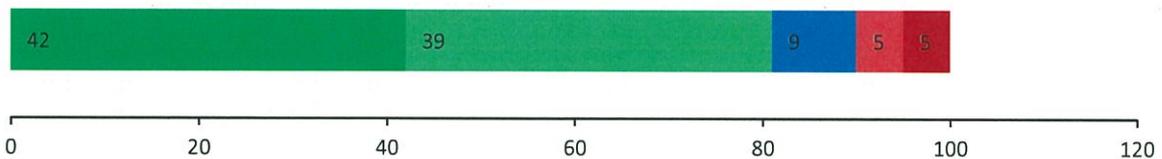
Plan for extended platforms at Bassendean train station with a pedestrian and cycling path connecting to Park Lane (abutting the Wilson Street car park)

84% of respondents (82 individuals) either strongly support or support the above potential action.



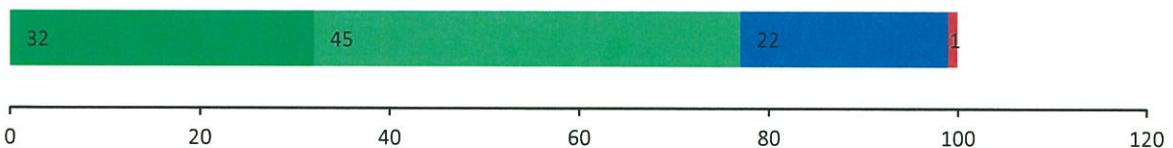
Convert the water pipe over the Swan River (to the north of the Guildford Road bridge) to a pedestrian and cycling crossing to Guilford

83% of respondents (81 individuals) either strongly support or support the above potential action.



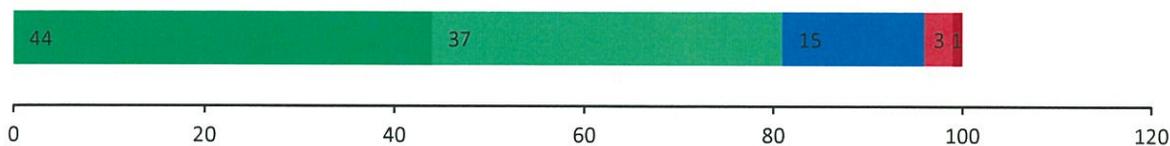
Improve the pedestrian and cycling link along Second Avenue between Railway Parade and Walter Road East

81% of respondents (77 individuals) either strongly support or support the above potential action.



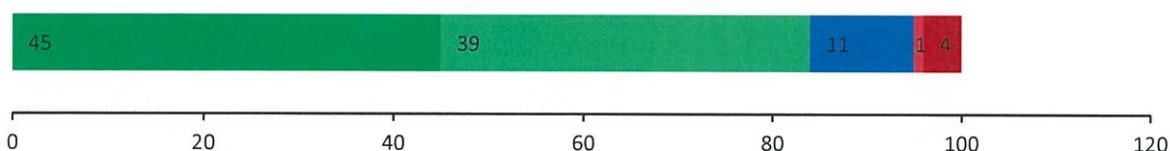
Improved or enhanced local access, amenity, pedestrian and cycling connectivity should be provided to and along Guildford Road

81% of respondents (81 individuals) either strongly support or support the above potential action.



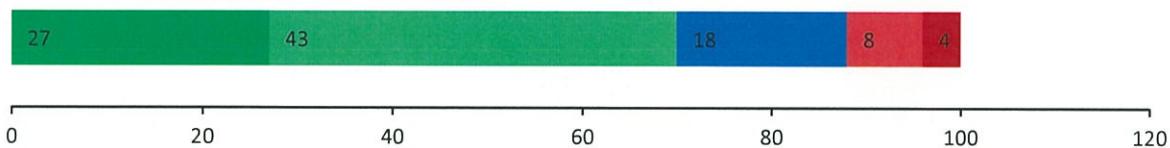
Advocate that the Public Transport Authority redesigns the Ashfield and Success Hill pedestrian bridges to make them more accessible

79% of respondents (84 individuals) either strongly support or support the above potential action.



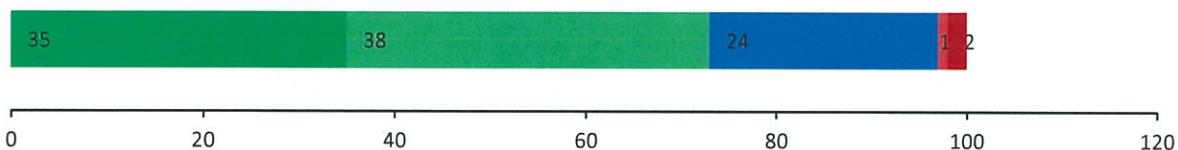
Investigate minor financial support for small businesses looking to improve their bicycle parking and end-of-trip facilities

79% of respondents (70 individuals) either strongly support or support the above potential action.



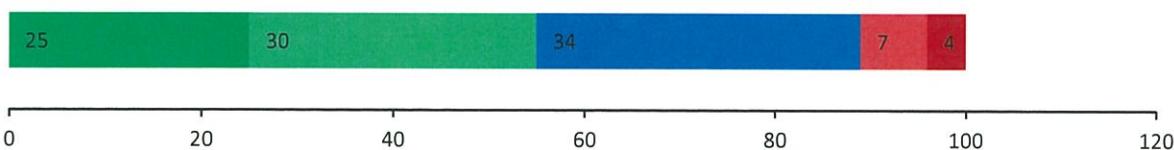
Review the design of the Wilson Street subway in respect to applicable safety and public access standards

69% of respondents (73 individuals) either strongly support or support the above potential action.



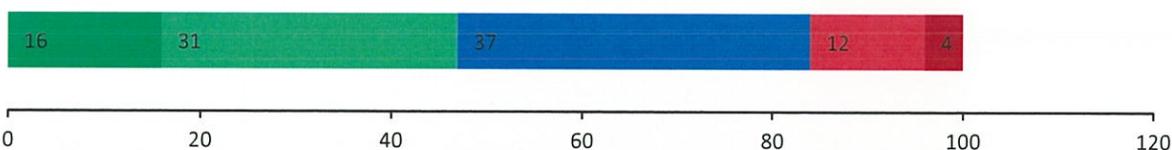
The provision of more electric vehicle charging stations throughout the Town

63% of respondents (55 individuals) either strongly support or support the above potential action.



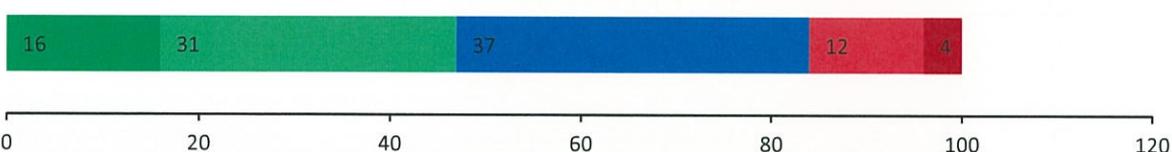
Investigate reducing the speed limit in the town centre and on local roads to maximum of 40 km/h

56% of respondents (47 individuals) either strongly support or support the above potential action.



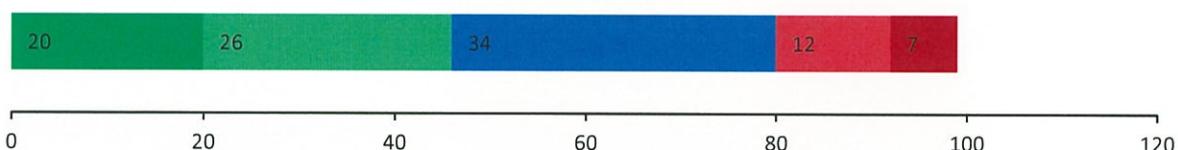
Investigate redevelopment of the Bassendean park-and-ride site in Railway Parade (assuming that parking demand will substantially diminish when the Morley-Ellenbrook line is in use)

52% of respondents (47 individuals) either strongly support or support the above potential action.



Investigate a possible road underpass between Wilson Street and Second Avenue

50% of respondents (46 individuals) either strongly support or support the above potential action.



5.5.7 Please provide any other comments or ideas about the future of access and transport within the Town of Bassendean.

The counts in brackets indicate the number of comments that relate to a specific theme (first column) or the number of the same specific comment (second column). Because respondents were able to make multiple comments related to the same theme, these are counts of responses (not of respondents).

The most common six themes are:

- Traffic issue at specific location (8)
- Prioritise active transport options (6)
- Specific pedestrian issue (5)
- Increased safety around hubs/stations (4)
- Limit vehicle speed (4)
- More parking options (4)

Theme	Specific Comment
Traffic issue at specific location (8)	<ul style="list-style-type: none"> • 40km speed limits are unacceptable. This is population management tool. Rat run now thru Basso to avoid old Perth road!! • better parking for the attendees at the Ashfield reserve you can't get a parking spot at the shops... so, they suffer as all because one goes to the next set of shops to get parking and goods

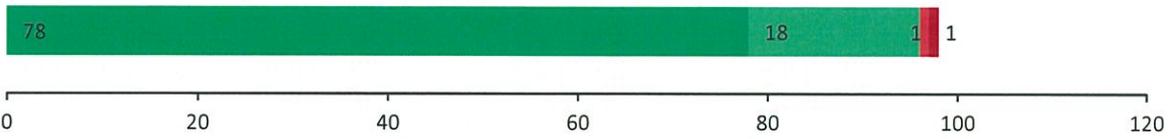
	<ul style="list-style-type: none"> • Bridson/Shackleton St redesign has made the Shackleton St dangerous for cyclist/motorist interactions as the new islands prevent safe passing between Kenny St and Guildford Rd • Collier road/Guildford road train intersection is a nightmare • Install a roundabout at the intersection of Lord Street and Success Road • Remove the lights at the top end of Old Perth Rd and cul-de-sac the end • the car park at Coles is not good and does not allow for easy access or movement within the carpark • Too many cars using suburban streets as thoroughfares to Guildford road. Need the no right turn on old Perth road to be removed
Prioritise active transport options (6)	<ul style="list-style-type: none"> • Bridge to Guilford is a great idea and will get us riding more! • Don't build anymore car parks! Less cars and more cycle infrastructure. If it's safe we will ride • Hardy Road is a dangerous route for cyclists due to the pinch points that bring motor vehicles and bicycles together • Improve access to bicycle path (along Guildford Rd) from the southern side of the road • Improve Old Perth Road for cycling. Currently it is so narrow (mainly due to parked cars) that motor vehicles can't safely pass bicycles • The current streetscape is appalling and hot with limited tree canopy and not currently entice people to opt for walking or other forms of active transport versus hoping in their car to travel short distances
Specific pedestrian issue (5)	<ul style="list-style-type: none"> • I support the reinstatement of a pedestrian bridge over Guildford Road to the station where there can be a car drop-off and pick up • Pedestrian access along Lord St and Walter Rd East needs to be considered better • Please fix. The wheelchair and pram access to train station and Old Perth Rd... If the elevator is down the alternative is dangerous for parents with young children • Underpass is extremely difficult to navigate for large prams and bicycles with child trailers attached • Incorporate a lift and pedestrian overpass to the station
Increased safety around hubs/stations (4)	<ul style="list-style-type: none"> • At the moment, the train station doesn't feel safe outside of peak hour time (both Bassendean and Success Hill) • I think a number of points in #9 are ill-informed. There are already good cycle links to all stations and along Guildford Rd. Also support making secure (CCTV) bicycle parking at all major centres mandatory • Provide more access to secure and sheltered bicycle parking sites at popular destinations like Town Centre, Bassendean Oval, Train Stations, etc. • We need more activation and place making to happen on the north side of the train station. It's a current hub for crime and anti-social behaviour
Limit vehicle speed (4)	<ul style="list-style-type: none"> • Design your streets with raised pavements and landscaping to reduce speeds • Phase out vertical speed controls in favour of horizontal traffic calming measures • Speed limit reduction to 40km in city centre. Current 50km speed limit in neighbourhood streets is appropriate. Train station car park to remain as is • Would like to see West Road become a 40 zone with cyclist protection
More parking options (4)	<ul style="list-style-type: none"> • Any new residential development near the train station MUST allow 2 car bays for each individual dwelling, despite being near station. Many households of 2 adults or more have 2 cars, even though they used public transport for work days. Also 2 car bays can allow for visitors, tradesmen, local services, family members, emergency services. If there isn't enough parking for new dwellings, then crowded parking problems occur in driveways, curb-side and verges • Carpark behind Old Perth road should stay considering the town wants more people coming to the town they need somewhere to park and especially for special events like markets • Give locals free parking. Increase football parking bays opposite Steel Blue. • Please convert the wide grassed road verges in Bassendean to parking for cars thus stopping them using the side of the road as a parking spot
Sink rail line (3)	<ul style="list-style-type: none"> • Consider sinking the rail line so that the benefit of better environmental, aesthetic, and use of areas atop a sunken rail could be achieved • Sink railway at Collier Road rail crossing • The railway should be sunk like in Subiaco, with Old Perth Road being connected to Broadway, and Wilson Street is connected to Second Avenue. If Main Roads won't support Guildford Road being reduced to one lane in each direction, with relevant

	<p>turning lanes, then the eastbound lanes between Tonkin Hwy and Bassendean Station should be placed on the north side of the large trees, where the trees would be located within the median strip. With the bike path being relocated to the north side of the railway for this section and align with the bike path that is east of Collier Road. Should Collier Road be grade separated from the railway, Collier Road should be elevated, and use a Round About at the intersection</p>
Specific policy issue (3)	<ul style="list-style-type: none"> • Also very disappointed by the decision to delay the roll out of the third bin due to grand standing by some on council • Council really not interfere into projects of state-owned utilities. Let them get on with their job based upon their experts. Town councillors offer nothing. Furthermore, the Town should be lobbying the State Govt. for a sustainable population. These extra people will add to congestion, air pollution and the demands on the natural environment both local and globally • Enforcement needed so cyclists wear helmets (Mr Benz included! Cycling advocate my arse!)
Comment on Success Hill station (2)	<ul style="list-style-type: none"> • I don't necessarily believe Success Hill Station needs upgrading, the passenger boarding's are extremely low which could warrant its closure in the future. Investment should focus on Bassendean and Ashfield Station • I'm a bit concerned to note the plan seems to be to upgrade Success Hill station, since I live nearby, and I like that this is a quiet area. That said, I don't want to deprive others of access. So, provided it's done sensibly, sounds OK (but do keep the closed off roads which prevent too much traffic off Lord St)
More water stations (2)	<ul style="list-style-type: none"> • More public water fountains/refill access for water bottles at train stations • More walking but also some water fountains or water stations. Very few parks seem to have this
Other (8)	<ul style="list-style-type: none"> • Consider better uses for the entire community of Ashfield Reserve, and include better access, parking and facilities for those who could make use of this area • Developing the northern side of the station (railway Parade) to include more mixed density with better connectivity to old Perth Road • Give us a circle bus around Basso • Good street lighting and improved footpaths for walking • I think it will be best to concentrate new high density dwellings around Bassendean/ old Perth road to concentrate the population and create a thriving strip, rather than spread the population too thin across the town- lack of population has always been an issue for old Perth road businesses and more new apartments/mixed use would be good for businesses (just not too high-rise or the character of the town will be lost) • If apartments need to be built elsewhere around the train stations is a good idea being mindful that there will also need to be revitalised public spaces, shops and cafes to accommodate the increase in population- these spaces will also need to be maintained at a cost to the town • If the park and ride at Bassendean is redeveloped, it should be a park. • These project-based questions are not strategic

5.5.8 Please indicate your level of agreement with the following statements. Improving environmental sustainability within Bassendean, Ashfield and Eden Hill should be achieved by...

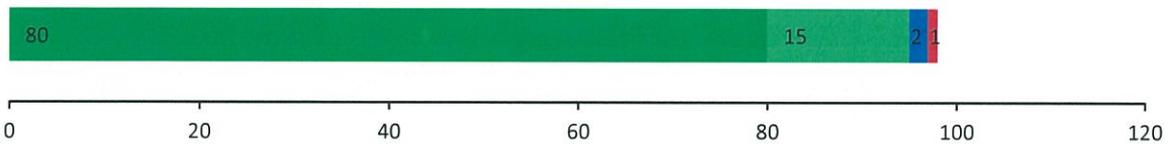
Ensuring that the Swan River and its margins are healthy and protected from inappropriate development, pollution, and stormwater run-off

98% of respondents (98 individuals) either strongly agree or agree with the above statement.



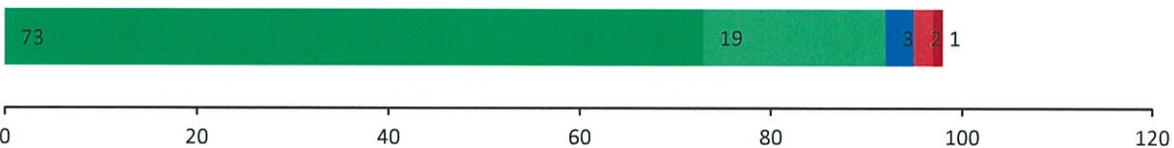
Preserving, protecting and enhancing the green network of open spaces and vegetated areas throughout the Town of Bassendean

98% of respondents (95 individuals) either strongly agree or agree with the above statement.



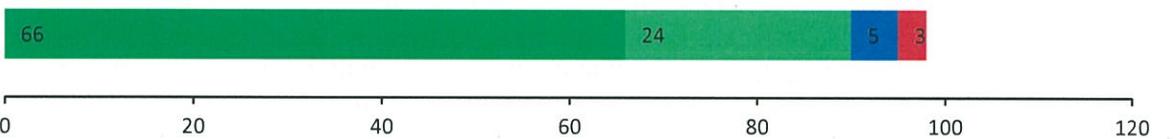
Encouraging the retention of existing trees

94% of respondents (92 individuals) either strongly agree or agree with the above statement.



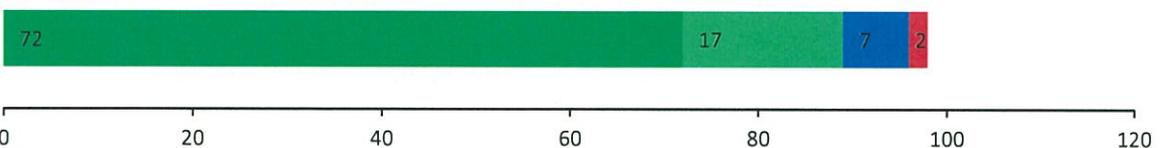
Encouraging development that retains or maximises open space

92% of respondents (90 individuals) either strongly agree or agree with the above statement.



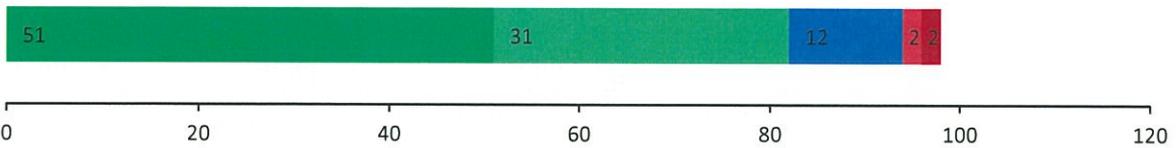
Encouraging development that is environmentally sustainable

91% of respondents (89 individuals) either strongly agree or agree with the above statement.



Designing and siting development in a way that can minimise risk and potentially adverse impacts arising from sea-level rise, flooding, storm surge events and bush-fire damage

85% of respondents (82 individuals) either strongly agree or agree with the above statement.



Other (please specify)

- Damaging sprays of glyphosate and xylofop by council in wetlands needs to stop. The damage to our health and wildlife is criminal. Stop the spraying. Keep warning signs up for much longer. You are killing residents, animals, pets and wildlife
- More verge trees would be great. Second Ave could accommodate loads.
- More plantings along the railway line to provide a green belt corridor connecting bush areas & provide a moderating effect on local temperatures
- Remove invasive and inappropriate vegetation species (e.g. some tree types - Rubinia, and some cactus species that are declared species) and replace with native and more appropriate
- Work with water Corp to develop drainage channel mini parks / habitats
- Council should consider netting and or traps for the outlets of their stormwater drains and reconsider the use of side entry pits as they offer no barrier to gross pollutants from entering the drainage network
- Verges AND corridors that can be utilized for natives to encourage birds
- Planting endemic species to the area
- Please have all power lines in Bassendean put underground. This will help tree canopy, reduce pruning costs and make a greener and ecologically better environment
- The status of the land which runs along the river from Success Hill reserve is unclear. Is this crown land? An old botanical garden? Private land held with a hope to develop? It would be good for this to be better gazetted and signposted, as the apparently DIY paths that run through here are fantastic but a bit odd, inconsistent, and often lined with odd pieces of industrial waste, broken pumps, forgotten water pipes, etc.
- Proper planning, not just statements of warm fuzzy intent
- Need to protect flood plain and floodway from fill and intensification of development

5.5.9 Please provide any other comments or ideas about the future of environmental sustainability within the Town of Bassendean.

The counts in brackets indicate the number of comments that relate to a specific theme (first column) or the number of the same specific comment (second column). Because respondents were able to make multiple comments related to the same theme, these are counts of responses (not of respondents).

The most common four themes are:

- Specific policy suggestion (7)
- Enhance drainage channels/wetlands (4)
- Keep spaces natural (4)
- Protect/plant trees (3)

Theme	Specific Comment
Specific policy suggestion (7)	<ul style="list-style-type: none"> • Any future high density development or other residential development need adequate parking for 2 vehicles each as this will save street parking congestion, and verge parking congestion and will help with visibility for road users if curb-sides aren't all blocked up with peoples cars who can't park in their own residence • Ban the washing of vehicles anywhere other than on a lawn or grassed area • Employ a qualified arborist with magnificent social skills to work with and coordinate community volunteers to implement well consulted holistic environmental plans for our future. Do NOT employ Syrinx or Co Terra again • Homeless policy needed • Minimise use of triplexes beyond 1km of train and town centres • Noise policy needed

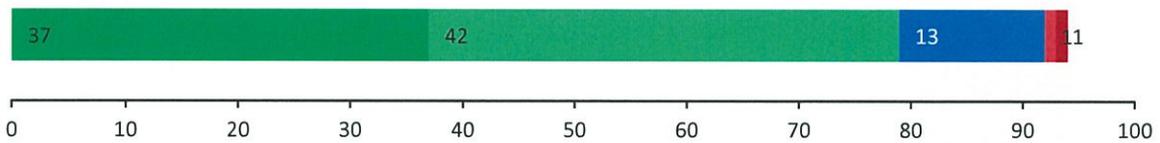
	<ul style="list-style-type: none"> Some funds to help develop this (an Indigenous community centre or something) and again, signage and if appropriate, rough boundary marking, would be good
Enhance drainage channels/wetlands (4)	<ul style="list-style-type: none"> Draw attention to the surface expression of groundwater through open drains and streamlining through the suburbs to the river. Promote the geography of the drainage patterns through promoting the history of the development of the area Ideally, I'd like to see the (waste)lands noted above (along river leading away from Success Hill reserve) turned into a large reserve, with some of the rubble and industrial waste removed, and paths at least basically signposted. Presumably much of this land is flood prone, or has water runoff pipes beneath it, so presumably little is suitable to build on anyway. Also, it seems (?) some is an Aboriginal reserve It is important to improve the health of the swan river and drains in the Ashfield flats - perhaps in consultation with DWER and Water Corp The Water Corp drains should be converted to living streams
Keep spaces natural (4)	<ul style="list-style-type: none"> I understand sometimes fencing is needed but fencing at Ashfield flats should be minimalist in design to preserve the natural feel of the area (the tight black wire on the new fences is very jarring. Standard ring lock fencing like the old fencing has a much nicer, almost rural feel, and does the same job) Keep Ashfield Flats as natural and "undeveloped" as possible The Greenery of Bassendean is its best asset. It would be disappointing to see greenery diminish as a result of high density projects. Wetlands need to be left as is
Protect/plant trees (3)	<ul style="list-style-type: none"> Old growth trees not ghettos Planting more trees along the streets; particularly 1st - 7th Ave area. We have a beautiful location but the Broadway section which merges in Bayswater is full and boring...I wish we could plant more native gardens in front of warehouses to make the street more inviting!
Concern over rate costs (2)	<ul style="list-style-type: none"> Be careful how the cost of rates is affecting local families. It is becoming too expensive and causing financial stress. Also doubling rates on vacant land is a bad idea, greedy and not beneficial to the land owners, the neighbours or the community. Vacant blocks will become difficult to sell and will become a problem. So long as a vacant block is reasonably maintained, charging one charge of rates on one title is enough Quiet majority need respect. Rates need to be fair regardless of address!
Greywater recycling/use (2)	<ul style="list-style-type: none"> Irrigation of some green spaces in summer would also make the town look nicer (though I understand water restrictions- perhaps the town could look at using recycled water on some of the green spaces?) New buildings to have greywater recycling ability
Limit chemical use (2)	<ul style="list-style-type: none"> Ban the use of lawn fertiliser that is high in nitrogen & potassium Steam weeding! Not chemical spray, especially near the river, but run off enters drains too
More waste/recycling bins (2)	<ul style="list-style-type: none"> Having general waste and recycling bins in the town centre More bins for dog poop at Ashfield flats would also help with keeping the area cleaner
Prioritise land along river (2)	<ul style="list-style-type: none"> Please protect the green space along the river that runs alongside Lord St. Some benches there might be nice, and for someone to provide assistance to whoever it is that seems to be sleeping there Provide better access for the entire community to enjoy the river and its environs
Trees shouldn't trump development/safety (2)	<ul style="list-style-type: none"> Plant trees where they are appropriate but don't let them restrict development Residents should still be able to remove trees on private property if they are dangerous or in the way of house extensions as they need to be able to live in comfort and safety
Other (10)	<ul style="list-style-type: none"> Circle bus needed Crime is rising in Bassendean. Community watch and rangers should be promoted Govern for all, and don't make decisions based upon the vocal 0.1% of the population I love that we are a council that is striving to improve our sustainability- keep it up! I would hope sufficient plans would be in place to avoid impact to residents in a 100-year flood event Local buildings need protection Making Old Perth Road a "circular economy" as a unique feature to draw people to Bassendean and help it be known as a centre for sustainability Support for individuals who become more (self) sustainable so the town is more sustainable overall This survey is too long

	<ul style="list-style-type: none"> Underground power is needed throughout the town - so that large trees can be planted without risk of storm damage to power supply
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5.5.10 Please indicate your level of agreement with the following statements. Improving the local economy, local activity centres and local businesses should be achieved by...

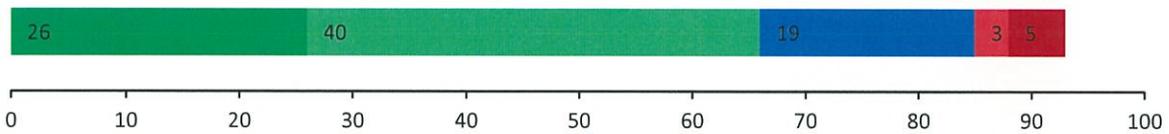
Encouraging a diversity of land uses in the three town centres (Bassendean, Ashfield and Eden Hill)

84% of respondents (79 individuals) either strongly agree or agree with the above statement.



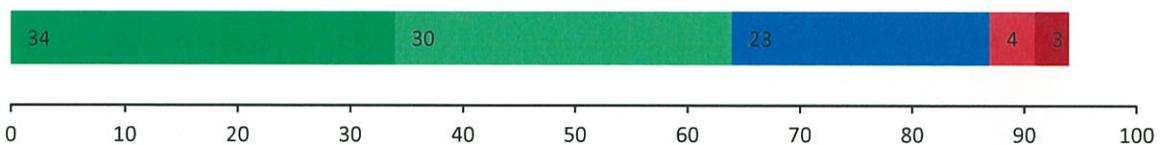
Providing greater opportunities and/or locations across the Town for live-work arrangements (living quarters and business premises on the same site)

71% of respondents (66 individuals) either strongly agree or agree with the above statement.



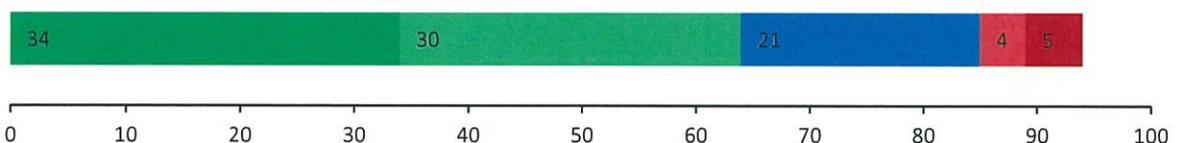
Having more people living in or near the Bassendean town centre

68% of respondents (64 individuals) either strongly agree or agree with the above statement.



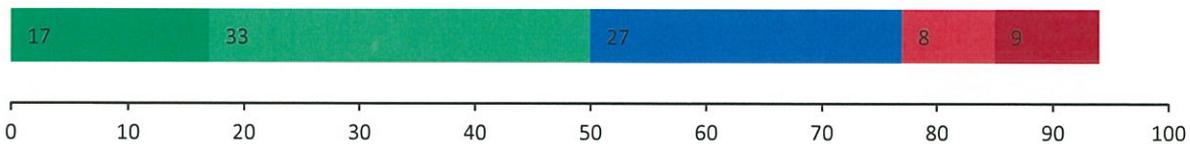
Having more people living in or around the Town's three train stations and existing businesses

68% of respondents (64 individuals) either strongly agree or agree with the above statement.



Preservation of the existing Ashfield industrial area as a key employment centre

53% of respondents (50 individuals) either strongly agree or agree with the above statement.



Other (please specify)

- Signage policy needed. I live opposite a new house with a huge business sign, not happy Jan. Policy needed for signs to be in English only, no neon signs, no home businesses along river precinct
- The Ashfield industrial area might be a really good place for some higher density housing with parks. The Tonkin estate will probably pull businesses away from that area and it could be prime riverside land. A bunch of nice apartments with shops and cafes below could really revitalise it
- We should locate higher density living where it fits into the community appropriately, and if that is away from Town sites then we need to improve transport access, walking and cycling paths, etc., to and from those sites
- I think we should be looking at Sydney's Newtown as inspiration
- Need to make sure home business doesn't detract from the existing activity nodes
- Setting achievable rent prices and providing satisfactory bare minimum facilities (clean bathrooms and kitchens and a basic level of routine maintenance for example) that attract exciting new shops, businesses and cafes into the area. Nurturing good tenants and enabling a safe, mixed age and welcoming community. attracting shops and people that are different rather than the stock standard shops that are in every other suburb
- Fixing up success hill reserve (park)
- Very much depends on the type of work that is to be allowed in the Town. Can't have a spray painter next door! In the Town centre shops at ground level living on floor above would work. What kind of incentive would there be to encourage people to live in a dead Town centre?
- Increase beautification of Ashfield Industrial area
- Get rid of the Ashfield industrial area. It is a tired rundown eyesore
- Certainly, it would be sad to see suburban spread and gentrification forcing out the light industrial activities in Ashfield and elsewhere
- Above answers are subject to preserving existing heritage buildings
- Not sure where the industrial area of Ashfield is?

5.5.11 Please share any other comments or ideas about the future of local business and the local economy within the Town of Bassendean.

The counts in brackets indicate the number of comments that relate to a specific theme (first column) or the number of the same specific comment (second column). Because respondents were able to make multiple comments related to the same theme, these are counts of responses (not of respondents).

The most common four themes are:

- Attract/upgrade businesses (5)
- Prioritise Old Perth Road development (5)
- Increased safety/privacy (3)
- Transit-oriented development (3)

Theme	Specific Comment
Attract/upgrade businesses (5)	<ul style="list-style-type: none"> • Everything should be done to help and encourage small businesses to keep going in Bassendean. With unique shops Bassendean becomes a desired place to shop • Give businesses incentives to set up and thrive in all appropriate parts of our Town • It would be great for a grocer to re-establish near the Bassendean station • The businesses need to be upgraded to suit a changing community. The local pub is disappointing • Without a big attraction like e.g. Woolworths in the Town centre it will remain dead. People are not prepared to pay high prices for little value in the Town centre. The

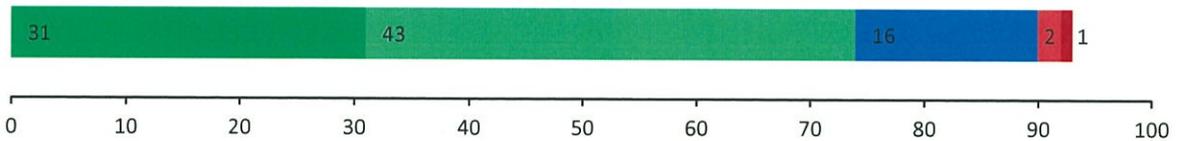
	<p>existing buildings need attention and a couple of planter boxes will not attract business or people</p>
<p>Prioritise Old Perth Road development (5)</p>	<ul style="list-style-type: none"> • Increased residential density is needed to sustain the small business on Old Perth Road • Not sure if this is possible, but how can the council support the maintenance of the building facades on Old Perth Rd? It is a shame to see the buildings falling into disrepair. It is bad enough that businesses don't survive, but letting shops rot, especially as they are the history of Bassendean • Old Perth Rd will only be more vibrant if the landlords are helping too. Pop up galleries... etc...it needs to become a destination • Old Perth road is already the centre of Bassendean and would appreciate an influx of people to support struggling businesses. Ashfield currently has very few shops and services available near the train station if there were to be an influx of residents. If planning high density housing to increase population at Ashfield the town should be careful to also work to attract businesses, cafes etc to set up there. My concern is that this would detract from old Perth road and it would be wiser to locate the majority of new dwellings and associated services/businesses on Old Perth Road • Prepare a structure plan for the top end of Old Perth Rd that facilitates good building designs
<p>Increased safety/privacy (3)</p>	<ul style="list-style-type: none"> • Allow sufficient space for privacy between buildings. As high density of living spaces can cause mental stress if people have no privacy or green space • Let businesses have roller doors along Old Perth road to deter break-ins. No more alcohol stores needed • Noise levels can also be an issue to be addressed
<p>Transit-oriented development (3)</p>	<ul style="list-style-type: none"> • Ashfield train station and shops is an untapped opportunity that is being held back by low density residential zoning that restricts development, not encourages it • Being adjacent to Ashfield station brings great opportunities to deliver tangible assets to the local industry, business and resident communities that may not necessarily fit the bill of traditional industry, which is finding newer, more attractive industrial areas to relocate to • The northern section of Bassendean has low residential density despite close proximity to the train station/transport corridors. Density should be encouraged but sub-division should be innovative with a variety of design options
<p>Revitalise Ashfield industrial area (2)</p>	<ul style="list-style-type: none"> • Ashfield industrial area is in dire need of investment. Industry is evolving and new uses compatible with traditional industry should be encouraged to revitalise the area • Remove old Ashfield industrial area as Tonkin Hwy industrial is available
<p>Other (15)</p>	<ul style="list-style-type: none"> • Although I agree with increased developments and housing. Please plan appropriately so that residents are not crammed into tiny units with no space to more or parking for their car or visitors' cars • As my previous comments, increased housing/population could have significant benefits for local businesses but should be carefully managed to ensure population is appropriately spread across the town so the services and amenities available nearby match the population increase • Council should not reject business activities i.e. concrete batching plant, fuel station based on emotion. Decisions should be based upon sound evidence and again not on the views of the ultra-green • Free parking for residents • Habitat Byron bay - people have their store front or pop up store and live upstairs. Cool concept and then there is a communal tech hub area • Having a sustainability focus as a "theme" for the Town Centre • More frequent buses to town centre (currently only 1 per hour in daytime) • More support and investment for the local town team- this is the way of the future and good way to achieve the best outcomes • Purchase the old fire station. Protect the heritage values of the heritage shopping precinct within the TPS • Remove the need for pedestrians to have to walk across Guildford Rd to access the station • Short term accommodation needs to be regulated. We need to make sure that we don't oversupply commercial space in future activity corridors • The Town of Bassendean should work with the Railway Heritage Museum to set up a tourist train that departs from Bassendean Station. And to also set up a Hotel within

	<p>walking distance of the train station that could potentially include hotel rooms that are in old railway carriages</p> <ul style="list-style-type: none"> • There seems to be a lot of encouraging business with rate payers footing the bill without a dividend to the rate payers EG fireworks on Australia day. Town of Bassendean does not provide profit and loss statements from activities funded by the town of Bassendean • This is a great community. Sometimes I worry that Eden Hill doesn't see as much ratepayer money. I walk across Walter and feel less safe and the parks are dryer and can be a bit depressing. The roads are also in poor repair compared to where we are where roads have been resurfaced more often • We need more people to support the local businesses. Simple as that
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5.5.12 Please indicate your level of agreement with the following statements. Improving community services and facilities within Bassendean, Ashfield and Eden Hill should be achieved by...

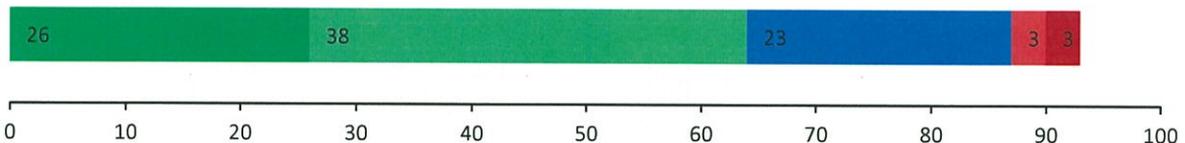
Better integrating community services and facilities with commercial places, especially in the Bassendean Town Centre

80% of respondents (74 individuals) either strongly agree or agree with the above statement.



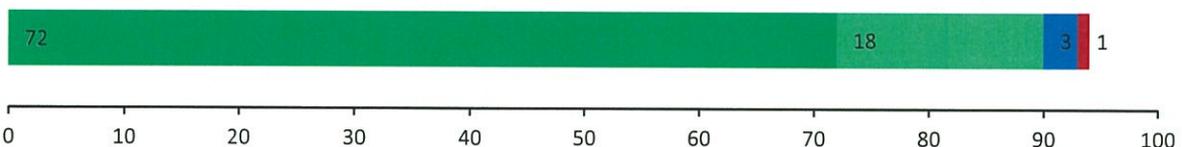
Having more people living in close proximity to community services and facilities

69% of respondents (64 individuals) either strongly agree or agree with the above statement.



Ensuring that parks and community facilities remain functional and fit-for-purpose in order to maximise opportunities for recreational and cultural use and activities

96% of respondents (90 individuals) either strongly agree or agree with the above statement.



Other (please specify)

- Ensure that community services and supports are available for ALL residents and ALL parts of our Town regardless of our residential position.
- Better road access onto Guildford Road

- Instead of focussing on increasing the quantity of people living here, first focus on the quality of homes. a focus on high quality design and quality of life (for all) rather than quick, unconsidered, generic, money hungry developments
- Provide separate fenced dog exercise areas for small and large dogs so that owners can safely exercise their pets while meeting other local people in these areas
- NO selling-off or developing our 'green spaces' for other purposes (i.e. soccer ovals)
- Bassendean needs have its own Recreation Centre similar to Bayswater Waves or the Rise in Maylands. Locals should be able to do swimming lessons, attend the gym and play indoor sports such as basketball, volleyball and squash etc. within the Bassendean community
- Purchase land now for pocket parks where areas are proposed for intensive redevelopment.
- The absence of a museum and a community arts facility undervalues the cultural life of the community - sense of place / community square would be a good thing for the centre of town. ToB offices, Old PO, library, Senior Citz and Catholic School form a good anchor for a civic square - has this been considered?
- More child friendly parks please
- White Australian culture also needs consideration. Christian culture is important. So please include in planning

5.5.13 Please share any other comments or ideas about the future of community services and facilities within the Town of Bassendean.

The counts in brackets indicate the number of comments that relate to a specific theme (first column) or the number of the same specific comment (second column). Because respondents were able to make multiple comments related to the same theme, these are counts of responses (not of respondents).

The most common four themes are:

- New community hubs/facilities (9)
- General positive comments (2)
- Increased safety (2)
- Play equipment in parks (2)

Theme	Specific Comment
New community hubs/facilities (9)	<ul style="list-style-type: none"> • Any Rec Centre or Community Facilities should be multi-purpose. E.g. a basketball court can be used for a concert venue • Bassendean Oval should be upgraded, and include new function rooms such as the Senior Citizen Centre (amongst other things) so they are co-located, to ensure the financial sustainability of such facilities • Community services and facilities need to be central to all in the Town not just one section of the community. The proposed child health service in Surrey Street will not be central to all; the existing centre in James Street is • Facilities supporting Ashfield park are very limited with so much opportunity especially for those visiting the area and bringing income in via small businesses • I went to a dance class at the rec centre in Ashfield and it is in a really poor condition. Looks abandoned!! • If we have significantly more rate payers, it would be great to one day get a pool and leisure centre • New facilities to accommodate community services • Repeat of above: The absence of a museum and a community arts facility undervalues the cultural life of the community - sense of place/community square would be a good thing for the centre of town. ToB offices, Old PO, library, Senior Citz and Catholic School form a good anchor for a civic square - has this been considered? • Town needs to consider creating community hubs, concentrated new facilities grouped together as one destination rather than maintaining multiple costly assets across the local government areas
General positive comments (2)	<ul style="list-style-type: none"> • Bassendean has wonderful community services and hopefully that continues • The native plant/diggers/buy tokens was a really awesome initiative (thank you). Also, the opportunity to apply for a verge tree (which I plan to do, looking forward to it!). I love the idea of Bassendean being a leader in sustainable, "slow living", for the

	community (genuinely, not superficially), a place for all to feel welcome. Rather than a trend-follower. I like that the town has a diversity in its people. I would like healthy development of the town for the right reasons
Increased safety (2)	<ul style="list-style-type: none"> • Better street lighting would improve walk ability. Walking home down Wilson Street from the pub at 7pm at night currently does not feel safe and is very dark. It should be well-lit. Not sure if this is the case everywhere. Simply increasing the wattage of the existing globes would solve the issue • More police needed on NAIDOC days; verbal abuse, hoons, damage to property every year
Play equipment in parks (2)	<ul style="list-style-type: none"> • More parks with play equipment in Ashfield • Playground facility including a water play area for kids in the park area behind council - this would attract more families to this space and encourage people to use the businesses also on Old Perth Road. Plus, Bassendean is so hot in summer so a water playground (such as the one at Hyde Park) would be well used by families
Other (9)	<ul style="list-style-type: none"> • Cyril Jackson's expansive and underutilised campus could be redeveloped and include a new high school for local students • Don't compromise the heritage value of the Pensioner Guard site with inappropriate restorations or incompatible uses of the site • I would question the amount of service delivery the town of Bassendean currently provides and if the local government is the best placed to provide this. The current community development model is quite archaic and should move into a place-based approach. Town of Bassendean definitely falls behind in this regard • Leave the oval like it is no ghettos • More water fountains. I'm not sure what community services means in this case or what is offered. Is there support for ageing and disabled people etc? • Provided fenced dog exercise areas with small and large dogs separated. This has successfully been done in many other suburbs and is wonderful for not only the safety of pets, but as a means of meeting other members of the community • Running/cycling track along waterfront • Take community services and facilities to the need, don't drag the need to the facility, or we will all have to live on Old Perth Road, and that is bizarre! • The child health centre not needed. I was informed that no service available for my 4th baby; "I should know what I am doing by now!!!" Rude! Baby mothers group a clique for next few years!?!)

5.5.14 Please share any other comments or ideas about the future of the Town of Bassendean.

The counts in brackets indicate the number of comments that relate to a specific theme (first column) or the number of the same specific comment (second column). Because respondents were able to make multiple comments related to the same theme, these are counts of responses (not of respondents).

The most common five themes are:

- Suggestion about specific location (18)
- Suggestion on planning/policy (11)
- Protect trees/natural areas (8)
- Focus on active/public Transport (6)
- General positive comments (6)

Theme	Specific Comment
Suggestion about specific location (18)	<ul style="list-style-type: none"> • A modern high school for Bassendean - Performing Arts Enterprise and Technologies focus • Actively pursue Football West to locate at Ashfield Reserve, so they can strategically be next to a train station as part of their new headquarters, whilst bringing a State organisation to the area

	<ul style="list-style-type: none"> • And stop spraying glyphosate on wildlife • Develop the Wilson Street car park site into a high-quality demonstration project • Eden Hill has big space where the tavern used to be • Get rid of those paperbark trees down the centre of Old Perth Road and plant nice deciduous Plane Trees or similar broad canopied tree. Paperbark trees are scruffy untidy and belong in swamps • Investigate drop-off and pick-up car bays, for the increased usage of Uber and other on-demand travel and future driver-less cars • Liven up OPR by making access easier over the train line for pedestrians and bikes!! That tunnel scares the bejesus out of me and it's hard to dismount with a baby in a seat at the back • More enforcement needed for noise, dogs off leads • More shade trees & shade structures along Old Perth Road (e.g. arbors) • No more electric car charging stations when there are no electric cars to use them and until the cost of these cars is affordable • One of the open spaces either side of Chapman St drain should be planted with Norfolk Island pines to accommodate a future outdoor cinema in the style of the Somerville Auditorium and Joondalup Pines • Perhaps look at including a River Pool down by the Swan River, such as at Point Reserve, so people can safely go swimming in the river • Remove Hyland St where it crosses Bindaring Park • Restore Cyril Jackson Senior School to a full high school • The towns ugly and dated administration centre should be demolished and JV with Dept. of Communities to redevelop a new mixed-use civic community hub building to better activate the middle part of Old Perth Road. • We need a better road and pedestrian linkage from the town centre across the railway line. • While the environment protection is good certain spends are careless example the electric charging station While 99% rate payers do not have an electric Car
<p>Suggestion on planning/policy (11)</p>	<ul style="list-style-type: none"> • Allow for infill throughout the whole Town so as to not have too much high rise which will bring problems of crime and anti-social behaviour • Bassendean council does an amazing job maintaining parks and streetscapes, keep it up. I would love to see the end of bulk rubbish collections and consider other alternatives • Don't be over prescriptive with the design guidelines, just having people in the area will be great for business and the community • Finally upgrade the planning policy and increase the R codes in the last remaining part of the Town that is always left neglected; Eden Hill. The whole Town needs to be in line with the rest of the State. We are not a village in the middle of nowhere • Get policy now to enforce quiet on weekends. Get policy on open fire pollution. Get policy now to enforce signage in English. And policy for deterring large groups of loitering people like homeless, bikies, etc. • High rise apartments not desirable • Keep it a town, don't go for city status • Planning policy is stagnant and needs to move forward. After the last planning review Mr Dowling developed an excellent scenario 2 for Eden Hill and this needs to be presented • Should amalgamate with Bayswater. small councils are not the best use of rate payers' money • The council funnels too much through O2 share the love to all! • Very keen to address the nature-scape element of this plan - for example - it's worth considering what environmental improvements to an area like Bindaring Park might mean for amenity and access to nature for health and wellbeing
<p>Protect trees/natural areas (8)</p>	<ul style="list-style-type: none"> • I would like to see Bassendean viewed upon as a green, creative and innovative suburb. • Let's maintain and care for our wetlands and nurture our wildlife • More attention to the last remaining bushland in Eden Hill • More planting! • Open spaces, trees along the streets and • Perhaps a clause that 'significant trees' cannot be removed from private residences. A significant tree could be defined as a tree with a certain trunk diameter etc. to ensure we maintain green cover

	<ul style="list-style-type: none"> • Stop the defoliation of residential blocks because of the filthy INFIL policy! • Work on increasing an awareness of nature - protecting it and enjoying the peacefulness it brings, i.e. living in harmony - and everything else will follow...
Focus on active/public Transport (6)	<ul style="list-style-type: none"> • Walking 'green' bridges to connect Ashfield /Bassendean to Redcliffe • Encourage greater use of public transport and walking rather than reliance on cars • Have more pedestrian islands at intersections, on routes people use to walk to train stations • It would be nice to have some improvements made to current pedestrian access around town especially ones that lead to the river but are right on the roads edge to make them safer and more presentable. Some of these roads have become a racetrack and having people and pets right next to the road can be quite hairy. It definitely feels safer when there is a gap between the road and pathways • Rather than having costly and out of the way pedestrian bridges over Guildford Road (such as to get to Success Hill Station) have pedestrian crossings which are more direct for pedestrians, and cheaper to maintain • Require awnings on all buildings over verge footpaths within the town centre commercial areas, to improve walkability and provide weather protection, unless there is a suitable tree providing that protection
General positive comments (6)	<ul style="list-style-type: none"> • Bassendean is a great place. I love living here and am so thankful for all that is provided. I love going to the shops & Old Perth Rd • Bassendean is great place to live • I love Bassendean, and have lived here for over 7 years, with no intentions of ever leaving. Let's showcase our beautiful suburb and erase the earlier negative opinions of the suburb • I love it here. I love how green it is and that • I really like the direction old Perth road is headed. The markets are becoming more like a farmers' market which is great- would be awesome to have enough people in the town to do a weekly farmers market. I also like the public spaces and street art around the town and the new fairy lights on old Perth road. The outdoor cinema is great too. So many fantastic community events and beautiful spaces popping up around the town • Otherwise it's a great place to live
Positive comment About Town Council/staff (6)	<ul style="list-style-type: none"> • I really like the push for community involvement. We need to acknowledge and encourage the talent that is living in Basso • I'm encouraged that Town of Bassendean is making better efforts to engage the community and I think this will combat nimbyism which seems to occur in Bassendean and has seen the town stagnate with no progress • Thanks Town of Bassendean • The council cares about hearing from us and about the environment • Very impressed by the current Council and leadership from the CEO- I'm looking forward to seeing how the town centre grows in the coming years • Very pleased our council is proactive and community minded
Prioritise Old Perth Road development	<ul style="list-style-type: none"> • Encourage development of Old Perth Road in conjunction with the private land owners • I think higher density housing on Old Perth Rd could turn our town centre into an even more thriving and vibrant space and provide good support for existing businesses (too many have been closing lately) • I would like to see Old Perth Road become a place where people want to spend their days shopping and eating • Landlords of retail facilities along Old Perth Road, should be held accountable in maintaining not only the façade of their buildings, but also the day-to-day maintenance of the interior as well. Currently, most shops along Old Perth Road, look uninviting, outdated and unsafe • Old Perth Rd is a really important artery to Bassendean and it would be great to see more business attracted to this area and amenities maintained • Upgrading the local business district
Maintain history/character (5)	<ul style="list-style-type: none"> • Bassendean is unique. Let's celebrate our history, restore and maintain buildings and other historical sites that set us apart • Grant protection to heritage sites listed in the MHI • Many residents leaving for the quiet communities in the hills. Please protect our quiet way of life • New buildings should be sympathetic to the surroundings

	<ul style="list-style-type: none"> This survey did not ask about heritage, but I think it important that surviving evidence of earlier eras be recognised by the ToB so that the heritage we still have will shape the memories people will have in the future too
Focus on safety (4)	<ul style="list-style-type: none"> And a safer place for residents, more security patrols on the streets. I do not feel secure and safe walking around my suburb like I would want it to be Greater lighting to streets as it currently feels unsafe to walk at night from the train and this may help Lighting in the town area and near train stations is really important to ensure it feels safe. I think initiatives to make Bassendean feel safer would encourage residents to get out and about more The town need to pride itself in being a friendly and safe place to live, free of antisocial behaviour and people from other areas enjoy visiting and would like to live
General support for revitalising/redevelopment (4)	<ul style="list-style-type: none"> As a resident of Eden Hill I feel this area receives less than adequate attention. To be honest, this part of the Town looks pretty dishevelled I hope to see Bassendean as a vibrant place with more cafes, restaurants, services it is well overdue for a makeover though Please rezone Ashfield to allow the development and improvement of the old decaying houses in this area
Better maintain streetscapes (3)	<ul style="list-style-type: none"> Would benefit from street scaping activities and increased tree/ shrub planting on verges as well as some traffic-slowing construction in places Prepare streetscape protection plans for the streets with small town lots Verges should be cleaned more frequently by the council. No graffiti, and graffiti should be removed monthly
Engage with community (3)	<ul style="list-style-type: none"> Any works should be noted to residents 1 week in advance and if works should change residents affected should get notified straight away with details and reason Help us on the outer limits of Bassendean be more involved. We are often forgotten up the top of Broadway! It's also important to consider community as part of a place making exercise and we shouldn't miss an opportunity to build on the amenity of our shared spaces and places
Focus development around hubs/transit (3)	<ul style="list-style-type: none"> Don't be scared of density, just place it next to the train stations and town centre and leave the suburbs to leafy green homes Higher Density around Train stations, attracting businesses, cafes (especially in Ashfield) With the right management it might also be possible to get a thriving town centre in Ashfield by adding higher density housing, but I think it's better to concentrate the housing to get a real buzzing hub on old Perth road. Or carefully manage the influx of people to Ashfield to make Ashfield town centre just as beautiful and vibrant as old Perth rd. I don't want to see my little Ashfield town centre turn into a dysfunctional high density housing hub and train station with no beautifully maintained open spaces or adequate facilities and businesses etc. to service the influx of people
Provide community activity/facilities (3)	<ul style="list-style-type: none"> Encourage/support artists and creative spaces Nice places to visit, walk, ride, picnic, eating out and shop. Community events are always a winner with families. Some for younger groups, mixed groups and older groups We need a new Recreation / Community Hub where people can exercise and attend events without having to leave the Bassendean Area
Support for businesses/retail (3)	<ul style="list-style-type: none"> Encouraging new, young businesses to the area through decent rent prices and looking after good tenants Guerrilla tactics are needed to help the businesses that are trying on the street It would be nice to see more coffee shops along the river, I think this would attract more people from outside of our suburb
Create fenced dog areas (2)	<ul style="list-style-type: none"> Off-lead dog spaces are lacking With more people being encouraged to reside in the area which means smaller block size or apartments it would be nice to see an area set aside for a fenced dog area. This would also provide opportunities for people to meet especially those who don't have children. It would also mean we could stay in our area and not have to travel to use such facilities. We currently travel to Jack Marks in Mount Lawley, which is an ideal size and a great place to socialize due to the coffee hutch on site. It would be nice to be able to visit such a facility in our own area
Create family-friendly facilities	<ul style="list-style-type: none"> Also, more family activities and infrastructure would incite more families to choose Bassendean as their place of residence

	<ul style="list-style-type: none"> Bassendean should be developed into a place that people will remember as where they had the most brilliant childhood: a playground led recovery! At the weekend, kids from Nedlands should be begging their parents to take them to Bassendean. We need a flying fox at Success Hill (plus other adventure playground kit). Miniature donkey rides at Pickering Park. A water park for hot days (not all of us have pools). Ice cream vendors. Places for kids to wild. Dangerous places. And a few safe, quiet places: community gardens, parks where the fairies probably live. Landscape it and they will come
Increase housing options (2)	<ul style="list-style-type: none"> Change zoning so that residents have more options Please try to focus more on giving residents and businesses and visitors choice and free will - allow people to choose their own residence, work and recreation where they want to - and facilitate those choices, with transport, and mobility and safety in ALL parts of the Town. Don't drag us all into town centres just because we think it's a good idea!!!
Support mixed-use development (2)	<ul style="list-style-type: none"> I think housing above shops on Old Perth Road is a great idea for developing the centre more With shop owners being able to live above their businesses
Other (8)	<ul style="list-style-type: none"> Bassendean is a nice place to live but has nothing special as a reason for people to visit the town. Nice trees ... go to any park ... no unique shopping ...food? Go to Vic Park, Northbridge... football only if you are a fan I oppose any low socio-economic dense housing and any additional HomesWest housing Just plan it well so everyone can live in peace with privacy but also having a community feel Lots of good support and facilities for aged care as we are all going to be there one day Not everyone wants to ride a bike Stop just talking about implementing living streams and get on with it Take ideas from Brisbane the river city. 1. They use the river as its advantage point-encouraging its use! The quiet majority do not want marginal lifestyles broadcasted in our main streets either. Please provide services that include normal middle-class families

5.6 Interactive Modelling Activities

Collaborative Place Design, led by Dr Anthony Duckworth-Smith, developed three 3D interactive models to seek feedback at the town centre scale and street scale.

After completing a model either as an individual (at the Ideas Hub; or Mobile Hub sessions) or in a group (at the Ideas Hub; Mobile Sessions; or Design Workshops), participants were asked to complete a feedback postcard or sheet to briefly describe their creation, the values that informed their decision and how the activities changes their ability to understand or comment on planning concepts.

Participants were informed that, to avoid biases due to project team interpretation of photographs, their written feedback was crucial to this report and photographs of models would be used for visual presentation purposes only (i.e. photographs are not used to imply that participants would like these their designs implemented in the Town of Bassendean).

The three models are as follows:

BassenDream Your Street: At the Ideas Hub and Design Workshops, participants used a model of a typical Town of Bassendean suburban street to explore how increasing density could better reflect community values.



Figure 1. BassenDream Your Street

BassenDream Your Town: At the Ideas Hub, participants used a model of the Bassendean town centre region to identify strategic planning opportunities.



Figure 2. BassenDream Your Town

BassenDream Your Centre: At the Design Workshops, participants completed this activity as movers (transport planners), shakers (built form developers) or place-makers (public realm planners) for the Bassendean, Ashfield and Eden Hill town centres.



Figure 3. BassenDream Your Centre (Eden Hill version)

5.6.1 BassenDream Your Street (Hub and Design Workshop Activity)

Ideas Hub / Mobile Hub Activity

Feedback from BassenDream Your Street conducted at the Ideas Hub and Mobile Hub is presented below, categorised by theme and specific comment. The counts in brackets indicate the number of comments that relate to a specific theme (first column) or the number of the same specific comment (second column). Because respondents were able to make multiple comments related to the same theme, these are counts of responses (not of respondents).

The most common five themes of **creations/suggestions** are:

- Tree and open space maximisation (10)
- Sustainability initiatives (5)
- Moderate density increases (5)
- Communal/shared space (4)
- Build higher to minimise building footprint and maximise open space (4)

The most common six themes of **values that informed participants** are:

- Sustainability (general) (9)
- Tree retention and planting (8)
- Open and green space (8)

- Connectivity/accessibility (4)
- Balance of heritage and density (3)
- Utilisation of space (3)

In a short sentence or two, how would you describe what you created or the suggestions you made?	
Theme	Specific Comment
Tree and open space maximisation (10)	<ul style="list-style-type: none"> • Using as little space as possible to reach the required density level • Homes with plenty of outdoor space • Public park created from small block - sufficient rooms for trees, play equipment, adults sitting area, boules etc. • Keep green spaces • Tree canopy protected/maintained • Keeping trees • Ample outdoor space • Lots of trees • More trees • More public/social/private outdoor space
Sustainability initiatives (5)	<ul style="list-style-type: none"> • Solar power on homes • Including sustainability ideas • Solar passive • Solar panels • More sustainability features
Moderate density increases (5)	<ul style="list-style-type: none"> • Two three-bedroom houses on one lot of land • Battle-axe blocks as small width/frontage but long in length • Narrow lot • Happy with increased urban infill (R40), particularly corner blocks, near parks and schools and transport • Smaller dwellings to be allowed to be added to existing blocks/dwellings rather than demolishing existing houses and clearing trees
Communal/shared space (4)	<ul style="list-style-type: none"> • Lots of communal space • Connected community spaces • More shared space • Higher density shared living with more communal areas and shared facilities (but small private balconies and areas)
Build higher to minimise building footprint and maximise open space (4)	<ul style="list-style-type: none"> • The greater the land holding the taller the building • Increase density-build up • Taller dwellings surrounded by trees and bushland • Duplex developments interspersed a few high-rise developments but interspersed with green spaces
Courtyard housing (2)	<ul style="list-style-type: none"> • Courtyard housing suited to climate • Courtyard housing with private and shared areas
Ventilation/wind-passive design (2)	<ul style="list-style-type: none"> • Single levelled - allow flow-through ventilation • West and south-west winds considered
Gardens (2)	<ul style="list-style-type: none"> • Grow your own food • Gardens
Other (10)	<ul style="list-style-type: none"> • Too many restrictions regarding new development • Community • Bike parking • Communal party house • Different sized dwellings for different residents • Putting people near transport, recreation and retail • Parking under the building footprint • Multiple dwellings • Overshadowing considered • Green title lots rather than battle-axe

What values were most important in informing how you completed the activity?

Theme	Specific Comment
Sustainability (general) (9)	<ul style="list-style-type: none"> • Sustainability (8) • Sustainability for climate (courtyard housing)
Tree retention and planting (8)	<ul style="list-style-type: none"> • Trees (2) • Retain existing trees • Tree coverage • Plant more trees • Retaining mature trees • Trees and clean air • Keeping established trees
Open and green space (8)	<ul style="list-style-type: none"> • Green open communal spaces (2) • Space to breathe • Pocket parks (~2000sqm) with multi-residential around so there are eyes on the park • Green areas • Open space • Keep green as possible • Lots of green space
Connectivity/accessibility (4)	<ul style="list-style-type: none"> • Connectivity • Accessibility • Connection • Safety paths next to roads
Balance of heritage and density (3)	<ul style="list-style-type: none"> • Heritage houses to have incentives to maintain current development potential (i.e. can build unit/s at rear without demolishing front house) • The balance of higher density without losing the character of the town • Meeting State Government requirements whilst maintaining character
Utilisation of space (3)	<ul style="list-style-type: none"> • Space saving • Increasing utilisation • Use the driveway for play!
Housing choice (3)	<ul style="list-style-type: none"> • Mix of old and new • To have choices • Community/diverse living = density
Communal/shared space (2)	<ul style="list-style-type: none"> • Lots of communal space • Shared space
Sense of community (2)	<ul style="list-style-type: none"> • Community • Privacy and community
Car parking ideas (2)	<ul style="list-style-type: none"> • Underground parking • Two car bays for family homes
Other (3)	<ul style="list-style-type: none"> • Replacing homes near the end of their productive life • Safety • Liveability i.e. not too overwhelming from additional people and cars

How did engaging with the physical models help you provide feedback or better understand the project?

Theme	Specific Comment
Informative/useful representation (14)	<ul style="list-style-type: none"> • Helped visualise the space required • Helped see how close together the houses are • Great to experiment with built form possibilities • Needing to go up and think differently, e.g. green roof etc. • Better way of expressing my views • Gave us a physical idea of what changes might look like • Easier to visualise space and how little area there is • It's harder than it looks but fun! • Very helpful to visualise ideas • Helped to think about how additional dwellings could fit • Gave me a visual and to see others' ideas

	<ul style="list-style-type: none"> • Very good to be able to see the physical layout • Made me realise where I put public shared space shouldn't be corner but embedded in the street • Helped focus attention
General positive comment (4)	<ul style="list-style-type: none"> • Awesome • Good to discuss • Helpful • A bit helpful
Improvement suggestion (2)	<ul style="list-style-type: none"> • Yes, but availability of blocks was too limiting to achieve desired outcome • OK - certain assumptions underpinned existing layout

Design Workshop Activity

Feedback from BassenDream Your Street conducted at the Design Workshops is presented below, categorised by the workshop at which the activity was conducted. This categorisation is because the activity was specific to the workshop location.

Descriptions of creations/suggestions

Some key trends evident in **creations/suggestions relevant to Bassendean** are:

- Passive solar design
- Dwelling sizes tailored to household sizes
- Minimise building footprint

Some key trends evident in **creations/suggestions relevant to Ashfield** are:

- Multiple dwellings with large communal spaces
- Maximisation of open space
- The above two points require incentives for lot amalgamation

Some key trends evident in **creations/suggestions relevant to Eden Hill** are:

- Concentrate housing on small footprints to maximise open space
- Flexible/modular dwelling design and layout
- Performance-based development approval

Values that informed participant decisions

Some key trends evident in **values relevant to Bassendean** are:

- Trees
- Environmental sustainability
- Efficient land use

Some key trends evident in **values relevant to Ashfield** are:

- Environmental sustainability
- Quality design and materials
- Efficient land use

Some key trends evident in **values relevant to Eden Hill** are:

- Trees

- Access to light and privacy
- Open space maximisation

How would you describe what you created or the suggestions you made?	
Workshop Location	Comments
Bassendean workshop	<ul style="list-style-type: none"> • 4 double-storey standalone units • A functional strata lot with multiple units • A well-developed Town Planning Scheme • Affordable design respectful of natural environment • Allowing for innovative design i.e. lot widths may not meet design guidelines but the housing designs allow for better environmental outcomes, retained trees etc. • Conservative and low impact • Do a show home or homes and let the people see • Environmentally friendly while still increasing density • Eyes on the parks for community spirit and safety • Flexible dwellings which can be used for changing families • Focus on good high density in town centre and reduce infill in general in the suburb • Focus on increasing intensity in town centre whilst maintaining existing streetscape away from centre • Get rid of old house and combine blocks to create higher density spaces • Hopefully a positive and realistic view for the future • I quite liked the design - utilising double-storey buildings to minimise the buildings footprint • Incentive for good development and disincentives poor development • Increase density • Maisonette housing • Majority of accommodation has street frontage • Medium density with short driveways (or no driveways if close to town centre) • Minimal car focus/space • Partly driven by a general dislike of infill • Passive solar • People-friendly • Private outdoor space • Put these multiple dwelling places in the right places/spaces • Removed existing home • Respect neighbours' privacy and right to sunlight • Retained all trees • Shared visitor parking • Solar-oriented • Suitable for blocks over 750m² - 3 dwellings instead of one • Sustainability • The property was divided in a way to accommodate singles or couples with no kids at the front and a family at the rear where there is more ample space for kids to play • Town planning suggestions available through real-estate agents • Townhouses on corner lots - separate driveways • Tree retention • Worthwhile considering
Ashfield workshop	<ul style="list-style-type: none"> • A small community on a quarter acre block • Apartments with a mix of dwelling sizes that cater for tree canopy • Better access to river (walking/riding) in Ashfield, more accessibility for the area - open roads up • Better public facilities i.e. dog park for residents to enjoy • Community spirit/involvement • Encourage combining adjoining properties into a bigger block by increasing zoning code • Government (State/local) to incentivise owners to subdivide/develop lots • Modest sized housing with lots of open space and trees • Multi-dwelling blocks with community/shared space and green space

	<ul style="list-style-type: none"> • Multi-storey house development • Property sizes to reflect the size of family (intended to live) • Tried to maximise space utilisation • Wish list
Eden Hill workshop	<ul style="list-style-type: none"> • A lift into the building • Alignment of dwellings and their zones • Avoiding apartments in residential areas further away from transport • Concentrating housing on one side to prevent overlooking other properties • Encouraging the incorporation of communal areas for use of all residents on the block • Flexible planning rules. Relaxing height restrictions. Performance-based development approval • Height towards street (retains street frontage and surveillance) • Higher density with green space • I thought what we created was liveable and had little impact on families or neighbours within the block • Increasing efficiency of existing dwellings - splitting large houses into two homes • Individual access to dwellings • Individual properties that owners could personalise • Liveable and happy • Maximising sustainable design elements • Maximising trees • Redevelopment of two corner blocks with housing concentrated at the front with open/green spaces at the rear • Six townhouses of various sizes on a corner lot and amalgamated with neighbour • Socially integrated medium density • Up-coding appropriate streets (urban corridors, corner lots etc.) with Local Planning Policy setting out urban development principles • Utilising a street corner to optimise good density

What values were most important in informing how you completed the activity?

Workshop Location	Comments
Bassendean workshop	<ul style="list-style-type: none"> • Trees (3) • Solar orientation/access (2) • Tree retention (2) • A private courtyard for each • A space big enough for children to play • A space to share. Entertaining • Affordability • Allow other to have their say • Allowing varied possibilities to accommodate the many types of demographics in our community • Better use of communal space • Block amalgamation • Build higher when possible • Communal facilities • Community areas and green spaces are important • Concern about volume and speed of traffic • Demonstration of reverse pyramid multilevel living design and verge parking • Flexibility for different family types • Front outdoor living space • Front-facing lots (no battle-axes) to maximise useful land with public open space and trees. Battle-axes often waste land with long driveways which can't be used for anything other than driving • Future amenity e.g. solar power electric cars • Green shared spaces for breathing space between buildings • Increase height to retain open space • Increasing density whilst maintaining community • Individual needs of the home

	<ul style="list-style-type: none"> • It is important especially with family home. Wanting to stay there, being asset-rich, cash-poor you would bring financial gain plus security • Keep as many trees as possible • Maintaining liveability of Town • Maintains attractive streetscape • Make sure that people don't need to drive everywhere but being able to walk to the train station and shops • Minimal impact on existing neighbourhood • More European vision - apartments, shared spaces, underground parking, greenery, parks etc. • North-facing/passive solar • Open land with deep soil • Presentation of open space and creating 2000m2 pocket parks in areas to be intensified, where there is little or no open space • Privacy • Provide larger houses for families • Putting higher density where it is most appropriate • Reduce long driveways for accessing "rear" housing • Reduce street parking • Residents' privacy and right to light • Retained trees including street trees • Retaining green space • Retention of character buildings and streetscape protection • Security • Selected corner block • Shared dwellings and/or shared lots • Short driveways • Small footprint of house • Sustainability • Sustainability • Traffic calming with trees • Trees to screen bulk of buildings • Try to understand interrelated and sometimes competing objectives • Underground parking helps to ensure that we are not introducing more tarmac • Underground power • Universal design • Use sun and space to create privacy and outdoor living (balconies etc.) • We combined several lots to introduce mid-level density housing
<p>Ashfield workshop</p>	<ul style="list-style-type: none"> • Achieving residential density and diversity in housing choices • Activation of dead space • Environmentally friendly and sustainable • Go up and not out • Good consistent planning in short and long term • Good design • Keeping as much greenery as possible on the blocks • Neighbourhood connection • Not bland, minimise concrete • Privacy of residents • Quality buildings with character and flair • Retaining an ambience of lush green space • Retaining heritage and old charm of Bassendean • Retention of existing trees and deep soil zones • Retention of trees • Shared spaces • Significant increase in density without reduction in greenery or open space • Sustainability • Sustainable design • Sustainable development
<p>Eden Hill workshop</p>	<ul style="list-style-type: none"> • Always put people first, cars last • Build up rather than out

	<ul style="list-style-type: none"> • Creating communal areas in the garden to encourage social interaction • Go higher if necessary • Housing diversity • How buildings interact with each other (zones) • I like the idea of communal spaces in new developments • Keeping an open mind towards new design concepts and how higher density housing can look • Keeping/creating green space • Large yards • Light/northern aspects • Lots of greenery and the opportunity to grow edible plants • Maintain existing trees/greenscape - important • Make more open space • Noise and privacy can be looked at closer • Orienting towards the sun • Passive cooling/heating for all • Preserving open space within the block • Promoting interactions and improving community spirit • Providing sufficient access for all dwellings • Reduce traffic • Retaining as many trees as possible • Retaining existing trees and allowing for adequate garden/green spaces for each household • Retaining existing trees and designing around these to co-locate private open space • Retaining street frontage and surveillance • Sharing areas (rather than replicating individual private space that only gets used occasionally) • Trying to keep as many established trees (but not to limit home layout) • Use sunlight to advantage
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Project Team Observations of BassenDream Your Street (workshop activity)

Workshop Location	Comments
Bassendean workshop	<ul style="list-style-type: none"> • Building up can accommodate more people • Remove weeds and pests. Some trees are pests. The Town of Bassendean needs an eradication process (especially for Rubinia, agave, and cacti) and to address these during development • Before intensifying an area, ensure there is sufficient open space • Height and privacy are always an issue • No too concerned about parking • Northern aspect is important • Looking at the European model • Focus on renewable materials/energy • Connection to neighbours • Future proofing - expansion of possibilities for growing families • Go double-storey to allow green space • Parks running depth of whole block • Granny flat/studio for uni students • Larger dwelling at rear of lot • Small dwelling behind heritage house to maintain heritage • Solar • Housing that can accommodate multiple demographics • Maisonettes - find them attractive • Rooftop parking • Shared shed • Most of the new housing at the front of the block - to maintain connection to neighbours • Rooftop garden • Outdoor living areas facing the street

	<ul style="list-style-type: none"> • Battle-axes lose connection with neighbours, so have two two-storey houses at front • Communal housing options and individual housing options • Retaining all trees • Dwellings overlooking open space • Shared shed. Building the majority of dwellings above • Three dwellings on one lot, with a sense of being individual dwellings • Disguising tall buildings with tall trees around • Underground car park • Passive solar orientation • Lot amalgamation to create pocket park • Maisonettes • Garage at back to allow more space for dwelling at front • Approximately 50 apartments on 2000m2 block with a lot of open and shared spaces • Retaining existing trees • Communal areas • Increased density and a lot more communal development • Building up, up, up • Dwelling sizes to support diverse family sizes • Underground or undercroft parking • Relaxation of rules/codes around/behind heritage properties • Granny flat • Solar passive design • Courtyards separated for privacy • Everyone has their own private space • Shared driveway • Mixed-use - commercial/community uses on ground floor • Second storey located away from neighbouring property • Maintaining large trees • Driveways accessible off long edge of corner lot (shorter driveways) • Reverse pyramid to maximise space - maximises ground floor uses. All balconies are private. This reverse pyramid design could allow up to 20 dwellings with men's shed and swimming pool on the ground floor • Older couple downstairs, younger family upstairs • Solar panels • Heaps of trees south of solar panels • Higher density = more community • Green communal space prioritised • Building up can maximise open space • Ensure walkability to train station (reduced need for parking)
<p>Ashfield workshop</p>	<ul style="list-style-type: none"> • Don't like the idea of calling driveways or parking "open space" • Subsidies for owners wanting to demolish or renovate old/dilapidated buildings • Maintaining trees a priority • Paved space is not open space • Verges quarantined • Ensure privacy • Triplexes can be really good, if open space is provided for and dwelling sizes aren't maximised • Australians need to get comfortable with sharing space • Shared spaces can be a waste of strata fees • People are obsessed with not having shared walls - they can be fine when built well • There are misconceptions about apartment living • Having standalone buildings is a waste - why can't people share walls? • Three or four apartments that look like one house, with heaps of open space • Incentives to amalgamate lots. E.g. a land parcel of double the size gets a higher R-code • Incentivised redevelopment for property owners • Retain existing trees and plant extras • Keep existing trees (assuming they are desirable) • Subsidies for removing property stock with no significance • Parking on streets automatically slows the speed of cars • Permit street parking

	<ul style="list-style-type: none"> • Maximise communal space • Minimal paved areas • Stacked apartments of decreasing size - largest downstairs, balcony on your lower neighbour's roof • Solar panels • Minimise footprint by going multi-storey • Minimise footprint, maximise communal/green space • Removal of original house - replace with three/four apartments • Maximise garden size • Maximise deep soil planting zones • Boulevard river access. Make the river access known • Retention of existing dwelling, additional dwelling behind with shared wall • Three storeys to minimise footprint • Allow street parking • Tug-of-war between parking and driveway - driveway taking up so much space • Smaller apartment, shared verges, retained trees • Retain existing house, add two more double-storey dwellings • Solar panels • Some elements of building elevated. Outdoor living area elevated too • Changes single property into two • Covered parking is not necessary • Balconies for double-storey dwellings • Dwelling sizes to suit small families and singles • Smaller dwellings for smaller households • 75m2 dwellings for single persons • Spread out design - with smaller dwellings, less driveway wasted • No shared space (people don't use them) • Grouped dwellings with shared wall • Split large single dwelling in two • Incentives to amalgamate • Cantilevered second storey for undercroft parking • Verges can be shared spaces to relax, play • Minimise driveway length to reduce paving and maximise open space • Encourage neighbours to share spaces and amenities • Too much parking - shared car solutions?
Eden Hill workshop	<ul style="list-style-type: none"> • Solar panels (2) • 5-storey building, moved to the back of the lot - with communal open space at the front open to all community • Access from longer frontage on corner lots (shorter driveways) • All street trees retained • Allow 3 storeys • Amalgamation for extra room to play with • Avoiding overlooking and overshadowing of neighbours • Central communal space - like an open courtyard • Communal pool for 4 dwellings • Corner block to allow more frontages and allow 6-8 dwellings on about 1500m2 • Demolishing fences to share back gardens • Different sized homes to suit different sized households • Different sized homes to suit different sized households • Don't like the need for covered car bays • Existing 2-storey house to be split into 2 dwellings • How do you incentivise amalgamation? • Hubs of housing development should be around sporting fields and parks (health-focused), not places where things are sold (e.g. Jubilee Reserve would be perfect) • Low garages at front, with solar panel roofs • Maximising green space between dwellings • Mesh patio-like structure on roof-top with deciduous vines to shade roof in summer • Multiple dwelling developments attract Air BnB's (a concern) • North-facing balconies • Potential for 6 narrow (7m wide), 40m long lots after amalgamating 2 existing lots

	<ul style="list-style-type: none"> • Retain at least 50% open space - if this is complied with then allow 5 storeys • Retaining trees • Solar passive design • Solar passive design - access to northern sun by having tiered levels up to 3-storeys • Underground parking • Water-wise native gardens • Would like raised communal verge gardens with edible foods • Younger families/residents on upper storeys - don't need ground floor access
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5.6.2 BassenDream Your Town (Ideas Hub / Mobile Hub activity only)

Feedback from BassenDream Your Town conducted at the Ideas Hub and Mobile Hub is presented below, categorised by theme and specific comment. The counts in brackets indicate the number of comments that relate to a specific theme (first column) or the number of the same specific comment (second column). Because respondents were able to make multiple comments related to the same theme, these are counts of responses (not of respondents).

The most common four themes of **creations/suggestions** are:

- Apartments and mixed-uses near the Bassendean train station and on Old Perth Rd (12)
- Walking routes and cycling routes around the town centre and to the river (9)
- Retention/addition of green spaces and trees (5)
- Retention of heritage and character (4)
- Connectivity (general) (3)

The most common six themes of **values that informed participants** are:

- Environmental sustainability (11)
- Accessibility/connectivity (9)
- Activity/vibrancy (6)
- Safety (5)
- Preserve/enhance open and green space (5)
- Heritage and character (5)

In a short sentence or two, how would you describe what you created or the suggestions you made?	
Theme	Specific Comment
Apartments and mixed-uses near the Bassendean train station and on Old Perth Rd (12)	<ul style="list-style-type: none"> • Allow sufficient high-rise near transport to enable smaller building footprint that then provides greater green spaces around high-rise • Build around hubs and train stations • High density (R60+) within 500-600m from Hub/train station • Medium density (R40+) within 1000-1200m radius from Hub/train station • Apartments on Old Perth Rd and Guilford Rd to help influence business on Old Perth Rd • We wanted to have more apartments to help increase people coming to main street and Bassendean • Increased people and businesses with Old Perth Rd as a central hub and hive of activity • High density and mixed-use around the train station • Getting more residents within walking distance of the town centre to support the businesses without creating traffic • More density on the edge of the town centre • More use of OPR all the way down to the shopping centre

	<ul style="list-style-type: none"> • Density within walking distance from the train
Walking routes and cycling routes around the town centre and to the river (9)	<ul style="list-style-type: none"> • More direct non-car access • Most walkable and connected Town in WA • Better lighting for pedestrians from train stations • A bicycle/pedestrian path looping from the town centre to the river • More walkable • Paths near river • Connected riverfront cycleway on pylons to bypass private riverfront properties
Retention/addition of green spaces and trees (5)	<ul style="list-style-type: none"> • Love our green spaces. Cannot lose the open feel • More green spaces • More parks north of the railway • Preserving old trees • Preserve trees, green spaces, improve tree canopy
Retention of heritage and character (4)	<ul style="list-style-type: none"> • Preserving historic homes • No demolishing old houses • Let's keep our identity • Retain existing heritage character, particularly in Old Perth Rd, and focus higher density in areas already "degraded"
Connectivity (general) (3)	<ul style="list-style-type: none"> • Trying to connect the important elements • Increased connectivity • Traffic flow along Guilford Rd should be carefully considered given the bottleneck at Guilford bridge
Vibrant and active centre (2)	<ul style="list-style-type: none"> • Bringing more people and entertainment areas • More high street commercial and residential options
Sustainability initiatives (2)	<ul style="list-style-type: none"> • Sustainable design and planning for community health and climate change • Solar panels on all new buildings and added to old buildings
Density/development (general) (2)	<ul style="list-style-type: none"> • Strategic density increases • Increase development
Better use of underutilised areas (2)	<ul style="list-style-type: none"> • Better use of the river • A Town in the north
Other (5)	<ul style="list-style-type: none"> • Allowing increased housing density required by State Government needs careful considered planning and built form guidelines • Improve run-down areas • Time permitting there are many more ideas that could be discussed • Disc golf course to activate and enliven parks and reduce undesirable elements • More mixed-use but not much more apartment-style living

What values were most important in informing how you completed the activity?

Theme	Specific Comment
Environmental sustainability (11)	<ul style="list-style-type: none"> • Sustainability (6) • Sustainability (more walkable and cycle-able) • Sustainable buildings • Green roofs and walls • Nature • Keeping our environment and improving on what we have
Accessibility/connectivity (9)	<ul style="list-style-type: none"> • Convenience (2) • Connection (2) • Access • Walkability • Equity - parks with flat pathways for chairs/elderly etc. • Accessibility for locals • Bring more cycles and visitors to Bassendean
Activity/vibrancy (6)	<ul style="list-style-type: none"> • Active, healthy living • Health/activity • Activity • Lifestyle • Enlivening

	<ul style="list-style-type: none"> • Vibrancy of town centre
Safety (5)	<ul style="list-style-type: none"> • Safety (3) • Safety. Lighting is especially important as the streets are too dark • More people out and about to increase safety
Preserve/enhance open and green space (5)	<ul style="list-style-type: none"> • Green spaces (2) • Tall trees • Preserving green spaces • Use of green space
Heritage and character (5)	<ul style="list-style-type: none"> • Need to perceive the overall vision that retains and expands on shaded streets, increases activity in Town centre and improves amenities whilst saving the vitally important character • Preservation of history • Preserving heritage • Retention of heritage buildings • Preserve the values of the Town
Strategic planning (3)	<ul style="list-style-type: none"> • Long term vision • More creative approach to planning • Meeting the future density requirements
Sense of community (3)	<ul style="list-style-type: none"> • Community (2) • Sense of community
Amenity-driven planning (3)	<ul style="list-style-type: none"> • Density with sensitivity • Aesthetic/beauty • Enhancing streetscape
Connection between suburbs (2)	<ul style="list-style-type: none"> • Drawing in neighbouring suburbs to use facilities • Interaction between the north and south of the train line
Other (5)	<ul style="list-style-type: none"> • Local commerce • Family • Creativity • Modern • Dog friendly

How did engaging with the physical models help you provide feedback or better understand the project?

Theme	Specific Comment
Informative/useful representation (21)	<ul style="list-style-type: none"> • Very informative • Demonstrate own thinking and aspiration • Makes you think • Model was helpful to focus • Very tangible to develop • Easier to illustrate plans • Enabled me to picture the whole suburb at once • Much better feel for the area • See so much potential • Gave you an idea of current layout and potential for future projects • Better able to visualise • It assisted seeing everything together – how it all fits together • Town of Bassendean staff member was great at helping me get my bearings • Was good to show you what we already have and how it can be improved • Made it more real, considering all the different elements of community • It helped to show the clustering of business and mixed-use development in the town centre • Able to see there isn't much space • Saw issues of congestion and how to alleviate parking by locals walking or being able to use bus • It helps other residents visualise • It let me show the things that need improving and what should be preserved • Helps focus on what elements are easier to change and those that are more difficult
General positive comment (6)	<ul style="list-style-type: none"> • It was fun! (3)

	<ul style="list-style-type: none"> • Good exercise • Great idea! • Great initiative
Improvement suggestion (1)	<ul style="list-style-type: none"> • Would be better to have height on the blocks dedicating high density
Other idea (2)	<ul style="list-style-type: none"> • Shopping centre also a hotspot • Probably not much as I have extensive experience in maps and creative materials

5.6.3 BassenDream Your Centre (Design Workshop activity only)

Feedback from BassenDream Your Street conducted at the Design Workshops is presented below, categorised by the workshop at which the activity was conducted. This categorisation is because the activity was specific to the workshop location.

Descriptions of creations/suggestions

Some key trends evident in **creations/suggestions relevant to Bassendean** are:

- Density focused around Old Perth Rd and the train station
- A height limit of approximately 5-7 storeys may be appropriate in the town centre but requires further engagement
- Apartments above shopfronts on Old Perth Rd

Some key trends evident in **creations/suggestions relevant to Ashfield** are:

- Improve active transport and public transport connectivity
- Turn car parking space into green space but consider multi-storey parking
- Allow higher density dwellings near Ashfield station but ensure quality design

Some key trends evident in **creations/suggestions relevant to Eden Hill** are:

- Combination of commercial, community and residential uses
- Transition density away from the town centre
- Keep the centre small in primarily suburban Eden Hill

Values that informed participant decisions

Some key trends evident in **values relevant to Bassendean** are:

- Increasing density
- Environmental sustainability
- Connectivity and accessibility

Some key trends evident in **values relevant to Ashfield** are:

- Connectivity and accessibility
- Environmental sustainability
- Effective/efficient use of space

Some key trends evident in **values relevant to Eden Hill** are:

- Connectivity and accessibility
- Greening and shade
- Plan for a diverse population

How would you describe what you created or the suggestions you made?

Workshop Location	Comments
Bassendean workshop	<ul style="list-style-type: none"> • A considered introduction of a more intensive housing density whilst retaining open space and character • A good balance of retaining the old while bringing in more residential areas will invigorate the area and provide existing businesses with more customers • A hub of further congestion i.e. a problem • A more dense liveable community around the town centre and railway stations • Allow 5-7 storey development but ensure set-back for upper stories • Allow less parking if developers set up car-sharing arrangements • Density 5-6 storeys (more at Wilson St site) • Develop and connect north side of the station, Railway Pde • Development is brilliant but we need to address the transport through the town and within it • Future vision of density around train stations and town centres • Good design • Green roofs and wall gardens • Green space interspersed with medium density • Higher density calls for the need to consider accessibility and parking as well as green spaces • I feel I've tried to create convenience for the town centre by not neglecting to provide convenient parking to the western end of town. The idea that we will all be walking more will no doubt happen but to deny the fact that most will still be utilising their vehicle into the future needs to be addressed and catered for. We are trying to change out habits but the convenience of a vehicle is ingrained for the near future • Improve walkability to train station, and have more people living in close proximity to public transport • Improve walking accessibility between north and south of railway • Increase density in radius of 1km from town centre and train to R60 • Keep development in town • Maximum height restrictions • Mixed high density shared space • More community areas and shops • Pedestrian bridges over Guilford Rd to important public and recreational spaces • Progressive and innovative vision of the town centre • Providing better pedestrian and cycle amenity and links to the train station • Retain all existing open space • Re-think car parking • Roundabout connecting Old Perth Rd and Guilford Rd • Some State Government input to create two overpasses, one from Basso station to Park Ln and one from Success Hill station to the oval • Sustainable • ToB/State Government-driven Wilson St carpark development • Too much focus on cars! Movement should not dominate place, they should work together • Trying to get the businesses on Old Perth Rd (close to station) to work together and develop our town centre • Using existing commercial areas - build above i.e. use new strata laws • What worries me is that although people engaged in the process it will be difficult to get a completed plan that wants to suit everyone
Ashfield workshop	<ul style="list-style-type: none"> • A more attractive area - removing ugly car parking • A vibrant town centre with local residents supporting local businesses • Access to river via Colstoun Rd - remove properties in the way • Activation of spaces • Active transport connection • Alter Guilford Rd so the large trees become the centre median of the east-bound and west-bound traffic so Main Roads doesn't try to cut them down when widening the road

	<ul style="list-style-type: none"> • Bring more people to town • Bus routes connecting to Ashfield station • Connected, vibrant, community use town centre and surrounding neighbourhoods • Creating a new centre that doesn't currently exist • Ease of getting out and about in the suburb • Examples of good design - it's hard to imagine what you've never seen • Facilities, services, employment integrated with higher density open green space and community spaces • Give all residents options for development (R40+) • Good - consistent with high-density living elsewhere in the world (e.g. Europe) • Greater density • Greenery • Healthy/sustainable transport available • High density, multi-storey dwellings on top of existing shops and community facilities • High mixed-use development of Colstoun Rd, Haig St and Maidos St • Higher density dwellings • Host more events in Ashfield Reserve • Improve/increase residential zoning to a level that skips the middle stage of 2-dwelling properties • Maximise use of space in Colstoun Rd near Guilford Rd • Mixed-use property development • More common-sense usage for all to benefit – collectively • More facilities • Multi-storey carpark (can be leased for Transperth parking) • Open, active green space • Public-private partnerships for key spaces • Retail • River access
<p>Eden Hill workshop</p>	<ul style="list-style-type: none"> • A community-friendly space • A new approach to mixed commercial and residential for the Ida St shopping area • Active street frontages • Clever local planning guidelines • Community hub • Consolidating higher density development along transport corridors and with commercial activity/shopping areas • Creating a local community hub/town centre with shops as well as green spaces where people can socialise or engage in recreational activities • Efficient for living (in terms of space and energy) • Good combination of commercial, retail and residential space • Higher density housing near commercial • I live in Bassendean near the river so was a little out of my area • Lots of places to socialise • Minimum requirements around developments including buffer zones and less street-front parking • Multi-use development/mixed precincts • No driving into parking off main street • Open areas for greenery and communal spaces and visual aspects when travelling/walking • Our town centre was a good model, keeping it central and easy to access nearby schools and aged care • Provide a central point from which higher density housing can be expanded in the future • Range of activities (open spaces, café, kids' play, shops) • Sensitive land use interfaces (green buffers) • Start decreasing density as you move away from city centres • Transitioning density away from centre • Up-coding centres and required ACPs to be reviewed by DRP • Vehicular access from side streets

What values were most important in informing how you completed the activity?

Workshop Location	Comments
Bassendean workshop	<ul style="list-style-type: none"> • A minor positive vision • Accessibility to public transport • As a long-term resident and business owner the principles governing my views are to see that sensible development and facilities are included in my community • Bring events to Bassendean • Cycle/pedestrian access over rail and Guilford Rd • Density is not bad • Diversity is key • Exchange ideas about future planning of Town of Bassendean • Expression of design that would complement Bassendean • Focus on linking Success Hill station, the oval and the shopping centre • Focus on people not cars • Future development of town centre • Improve town • Increase density • Increase population • Increased height and density towards the centre • Increasing density and commercial activity in the town centre • Increasing density and commercial activity in transport hubs • Increasing density whilst maintaining community • Increasing density with commercial spaces in the area close to the centre while providing suitable infrastructure, greenery and amenities for community building • Increasing town squares, public amenity in the town centre. Potentially near the oval and shopping centre • Low impact on existing residential areas • Minimise building footprint • Mixed-use development • Modification of use of all of Basso Town's amenities and resources • More people around transport hubs • Multi-residential with a genuine housing mix - not just 2x2s and 1x1s • Need for connectivity of walking, buses and shopping patterns (incl. roads) • Open to new ideas • Preserve green space • Preserve trees • Retention of the character heritage ribbon shopping strip • Shared living spaces • Shared, vibrant open spaces • Structure plan for the top end of Old Perth Rd • Sustainability • Sustainability must be a top priority • To conform to State Government plan to increase density in areas with existing infrastructure • To minimise the feeling of overdevelopment in existing urban streets • To preserve heritage precincts • To preserve trees • Traffic flow - both foot and car • Traffic flows and too much congestion through the suburban streets is to be avoided • Tree retention • Trees • Village centre focused • Walkability around 1km to town centre/train • Walkability/active transport
Ashfield workshop	<ul style="list-style-type: none"> • Retention of green space • Achieving residential density and diversity in housing choices • Sustainable development

	<ul style="list-style-type: none"> • Retail and density in town centre - activation of town centre • Sustainable densification • Keep it green and environmentally friendly • Creating an urban corridor • As per the "past and present" attributes • More effective use of land space • Removal of car parks a centre to be replaced by plaza/green space • Green space • Connection to the river and open space • Community space • Activation of public space • Improve train station and create an easy underpass access • Less commercial - move commercial to Tonkin Park area for prime development for housing around train station • Connection from town centre to train station and river • Sustainable transport • Develop Ashfield vicinity • Improve walkability, bike use to city and river • Retention of 100% open green space
Eden Hill workshop	<ul style="list-style-type: none"> • Accessibility (cycle, walking, public transport, driving) • Accessibility by active transit modes • Accessibility for all ages had to be a priority • Aesthetic • Allowing traffic to flow • Always put people first, cars last • Communal • Consideration given to all sectors of the community including seniors • Consolidating activity • Creating a hub/community centre • Creating a vibrant "village" centre with mixed uses including pop-up activities • Creating active informal spaces, pop-up bars, food trucks with little or no red tape • Developing community open spaces • Greening the entire suburb. Maintaining the greening • Greenscape - keep established trees • Improving accessibility for people not using vehicles - bike paths and shared footpaths • Lots of shade trees • Making a community that people want to be engaged, connected, walking and cycling through and wanting to spend time in and around, and at local shared spaces (not just driving through, or driving in for a stop and drive straight back home) • Movement/transport through suburbs is an important consideration • Need to ensure any development is sensitive to surrounding land uses and activities • Options for different forms of transport • Options/space for different uses (markets etc.) • Planning for people as part of commercial development • Retaining and improving green (tree) cover • Safe • The area needed to have a lot of green space - not necessarily large areas but lots of plants, with ample shade. Plenty of bins need to provide without • Walkability • Well-integrated
Project Team Observations of BassenDream Your Centre (workshop activity)	
Workshop Location	Comments
Bassendean workshop	<ul style="list-style-type: none"> • Access to open space is important for any future development • Access underneath Guilford Rd needs to improve • Access underneath Guilford Rd needs to improve • Another road alongside Steel Blue Oval

	<ul style="list-style-type: none"> • Anything under 1km from Bassendean train station should be high density and walkable • Bikes get stolen! • Can A-class reserves be used for development? Can we change much about A-class reserves? • Cars clogging up "rat runs" • Concerns around traffic increases alongside density • Cycling a solution? • Desire to increase density surrounding train stations • High focus on main strip and Bassendean station • Living roof and green space on buildings • More cycle paths • Multi-use precincts around stations with green spaces • Need trains to be more frequent. Trains may not be at capacity • New road from Guilford Rd to Wilson St • Not everything can be mixed use • One participant feels 5 storeys is too high for Bassendean • Parking is a huge issue • People avoid the Old Perth Rd and Guilford Rd intersection • Privately owned buildings pose potential issue • Skate park is great • Some people don't ever have issues parking • There are swampy areas of Bassendean • "This is community engagement" • "This is the day I've been waiting for" • Trees need to be included as much as possible • Visual connection to green space • Would be great to have a pool
<p>Ashfield workshop</p>	<ul style="list-style-type: none"> • A lot of extra dwellings required by State Government. Can the State Government just do things no matter what? • Activity along the river like Claisebrook Cove • Adding greenery around high density apartments • Ashfield doesn't have a lot of amenities or facilities • Bassendean has a vacuum of planning strategy • Bike path along Guilford Rd is good but not hugely accessible • Bus is too infrequent • Businesses and residential mixed-use along Guilford Rd • Can we "lock down" areas (green space etc.)? • Can we do 20 storeys over the train line? • Centre area around shops is high priority • Centre of Ashfield is currently a carpark • Community areas are underutilised • Community centre with up to 12 storeys • Create a creative hub • Green space is important • Greenery around carparks • High walkability. Mixed pedestrian and cycle routes • IGA shops should be plaza and public square • Industrial area should be developed for use with train station and transport • Is the industrial area Basso or Bayswater? (Town of Bassendean) • Links to the Swan River (important) • Mixed use along Guilford Rd. Too far down wouldn't be good for mixed use • Mixed use over IGA shops • Multi-storey carpark • Need more happening on ovals. pedestrian links through ovals, with walking/running area around open space • Need more parking around station • Nowhere to get a good coffee/café experience • Parking on other side of Guilford Rd • Pedestrian and cycle connection is super important

	<ul style="list-style-type: none"> • Plaza between high-rise • Relocation of station is not happening • Residential uses on top of shops • Retail uses - shops up against road • The river is the major attraction - less than 1km from Ashfield station • Underpass beneath station • Underpass from Colstoun Rd to train line, then path all the way to the river • Wall gardens and greenery • Whole centre designed badly • Would a bike path make the road less pedestrian-friendly?
Eden Hill workshop	<ul style="list-style-type: none"> • A community square would be a pleasant outcome • Aged care beside school • Aged care with communal space for intergenerational connection • Bicycle paths all the way along Walter Rd • Commercial and residential uses on Walter Rd across from existing shops • Connection across Walter Rd • Density to be close together and well-connected • Drainage areas could be developed into green connections - living streams • Eden Hill has been forgotten • Green activated space between high density pop-up bars • In the city - Rio Tinto style trees. Green space and then high-rise • Make a public square part of a street crossing for Walter Rd • Making Walter Rd a single lane would be good • Mixed use could be good along Walter Rd • No high-rise so near to the school • Not opposed to development next to school. No service station though • Not sure zoning would allow much development currently • Open areas and green space are important • Parking to go underground • Parking will be an issue • Pedestrian access across the Town of Bassendean is not good • Playing with models is of no interest to me • R-17.5 should be increased to R20. Infill using higher R-codes • Safety is a huge priority around the school area • The area is not Eden Hill to me. There to work on Eden Hill - model is not representative. I do not see my part of Eden Hill • This area is not an "activity centre" - please define an activity centre • This is Bassendean north and Eden Hill, not just Eden Hill • Transperth buses won't come to Walter Rd • Underpass/overpass on intersection • Walter Rd is a busy road. We need some way to get from one side to another

5.7 Anecdotal Feedback

During discussions with community members at the Ideas Hub and Mobile Hub sessions, project team members recorded anecdotal feedback. This is provided below.

Please note that this may also include feedback that was recorded by community members on anecdotal feedback sheets.

The counts in brackets indicate the number of comments that relate to a specific theme (first column) or the number of the same specific comment (second column). Because respondents were able to make multiple comments related to the same theme, these are counts of responses (not of respondents).

The most common five themes of **ideas** are:

- Environmental management (143)
- Parks (82)
- Transit/centre-oriented development (50)
- Community activities/events/programs (45)
- Improved pedestrian/cycling accessibility (42)

The most common five themes of **issues/concerns** are:

- Concern about loss of trees and green space (54)
- Concern about perceived overdevelopment (39)
- Concern about traffic (25)
- Concern about loss of character (22)
- Lack of safety/security (16)

The most common five themes of **other comments** are:

- Positive current aspects of the Town of Bassendean (76)
- Support for planning or development initiatives (13)
- Support for community initiatives/events/programs (10)
- Queries from community members (5)
- Comments about the Town of Bassendean in the past (4)

Ideas	
Theme	Specific Comment
Environmental management (143)	<ul style="list-style-type: none"> • All footpaths should be permeable (6) • Boardwalk-style riverbank paths to limit impact (6) • More edibles on verges and other open spaces, plant species endemic to this area and more community gardens (6) • Nesting boxes in mature trees and hollows. Create a bird hide at Ashfield Flats or other bird areas. Placement of "insect hotels" to encourage proliferation of various insects (6) • Policies that preserve trees on private property (6) • Prioritise underground power so trees can grow to their full height and width. The severe pruning of our street trees by both the Town and Western Power is not only costly but fails to allow trees to thrive (6) • Riverbank restoration and tree planting an urgent priority. Speeding boats need to be addressed by river speed cameras and patrols (6) • Retain trees (5) • Plant more trees (4) • Retain open space (2) • A guide for verge planting (simple guide or workshop on water wise gardening, good natives to use etc.) • A ratio of open space needs to be preserved • Animal habitats need to stay • As block divisions cause the loss of garden spaces the verges should be used to plant trees/native plants and verge gardens • Bic reserve needs to be more functional • Bird baths - shallow for small birds in summer • Building around established trees on development sites • Community gardens • Community gardens - use appropriate space in parks etc. • Community gardens or communal verges • Consider PowerPoints for electric cars in new developments

	<ul style="list-style-type: none"> • Consider understoreys for smaller birds and animals • Design guidelines that are based on aspect, insulation of housing, passive heating and the importance of solar panels (including sharing energy produced by solar panels) • Drainage spaces should become green space • Edible streetscape landscaping e.g. fruit trees • Encourage interconnected, community renewable energy projects, interconnected, biodiverse • Encourage residents to plant and retain trees on their blocks • Encourage revegetation of verges with appropriate local native plants to encourage wildlife and replace depletion of trees and plants caused by infill development throughout Basso • Ensure development is environmentally-friendly • Ensure trees are well managed • Green around the oval • Green corridor down Hamilton St • Green corridor First Ave • Green corridor through to Point Reserve, with median strip planting • Green space • Greenery around area • Have yearly neighbourhood garden competitions to help the community to become more proactive and proud of their gardens • I would be interested in seeing a lot more greening of the Bassendean area as well as the other areas • If you do plant, ensure they are suitable for native birds • Keep any green spaces - along the football oval, planting more trees along people's verges and in the town centre • Keep as much greenery as possible • Keep the wildlife • Keep up revegetating the park lands and road islands around the suburb • Leave the natural environment as it is. Landscaped gardens are artificial • Lord St plantings • Loved the aspect of tall trees but not too close to dwellings • Maintain large trees during development • Mandatory solar panels on every new home • More big trees • More green space • More parks - off-lead parks for dogs • More parks & things to draw young families to the area • More recycling • More sealing near the river • more trees and green space • More verges turned into native garden beds rather than lawns • Need a weekly pickup of green waste bins • Need better sustainability standards than the green-star rating e.g. double-glazing • New strategy to enforce green space • Palmerston Street Park water drainage is necessary • Parks are great - would be good to see these areas become more accessible • People need open space more than ever • Place more screening trees along Guilford Rd near football oval • Plant more trees on verges and parks • plant trees on all verges rather than random • Plant trees that are already somewhat mature, instead of seedlings • Prefers rules that protect existing trees over planting new trees (time taken to grow) • Preserve tree cover when developing residential lots • Preserve trees and leafy green spaces • Provide underground power to enable more tree planting • Put in conservation plan for mature trees • Putting water plants in the drains is a great idea • Quickly demonstrate that community concerns re: natural environment are acted upon • Reclaim land along the river from private land to build new boardwalks
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	<ul style="list-style-type: none"> • Removing housing to allow new public open space • Replace the roses in the garden bed outside the library • Retain private open space • Retain trees and open space during development • Revegetate with appropriate local plants and trees, all of the vacant blocks containing drains in the Town of Bassendean and managed by Water Corp. Convert these into parks and provide access through them where appropriate • Rules to retain a certain number of medium-large trees • Run a campaign to limit number of cats. I have found that higher density developments = more cats = less birds and frogs etc. • Simply providing some recycle bins just off the pathway for people to use for plastics etc that are not recycled in our current recycle bins – number 1,2 and 5,6 recyclables’. I see this happening in other countries in the world and we can have it too with some work with people who collect these, we can make a “recycle hub” there are more people interested in this than I could have imagined, I speak almost daily to those who are changing their ways to recycle more. • Solar should be a necessity • Solar-passive and environmentally-friendly designs • Street facing blocks with communal open space, excellent outcome. • Supportive of providing for deep soil planting zones on private property • Supportive of retaining backyards • Town-owned solar-powered electric vehicle charging stations • Trees need to be retained • Two green waste pick-ups and two regular verge pick-ups per year (or a skip) • type of trees is important • Underground power lines to allow more trees • Verges would be great with more plants etc. • Waste-reclamation centre: extra income for the Town (just need a warehouse) e.g. Canberra Green Shed • We need to furiously continue tree planting • We should aim for tree-lined streets. It helps with the heat, critters, oxygen and lessens the need for air-conditioners • Would like better recycling • Would like choice of street trees • Would like to have a green waste bin • Would like to see recycling happen locally • Would love some of the verge trees to be edibles (e.g. macadamias, olives)
Parks (82)	<ul style="list-style-type: none"> • Because of the boggy nature of the existing verge around the oval, a seasonal living stream could be created between a new walking path and new angled parking with softer landscaping added to enhance the area (6) • Catchers on mowers to prevent spread of weeds (6) • Create a memorial/botanical-style piazza garden behind and around the oval heritage gates. Build a nature play area in the back of the mound near the heritage gates. In the memorial garden pizza area incorporate some seating that has inlaid chess boards to activate the space plus barbecue and covered picnic area. Incorporate memorial bricks/pavers that residents can sponsor (6) • Interactive water-play sculpture or fountain like the one in Forrest Chase to encourage social interaction (6) • Remove entire fence around Bassendean Oval that is a barrier to public utilisation of the space (6) • Swings/rope jump into the river at Point Reserve. Pontoon in river (6) • Any plans for open space near Mary Crescent? • Corner of the oval where West Road meets Old Perth Road lends itself to a common area, maybe with a few small footprint townhouses. Adds itself to the boulevard of Old Perth Road to the river. • Cricket nets at Steel Blue Oval (between main gate and access gate). I realise there are cricket nets at Ashfield and Jubilee, but they are too far to walk to and are not ideal places for young children. Cricket and especially Big Bash cricket is exploding. Kids need somewhere to play in central Bassendean. Open space is no good as you need too many platers. We need two nets and pitches for good practices and games (they used to be there)

	<ul style="list-style-type: none"> • Develop public open space next to RSL (why is it fenced?) • Different play equipment at different parks • do up sandy beach and add a playground • Dog park, similar to Bayswater • Ensure parks are clean and safe for kids, more functional and shaded • Food trucks to parks • Green spaces are important as housing density increases. They help maintain a cooler environment. They provide outdoor spaces for recreation. We have just returned from Europe where the parks large and small are very busy. People picnic, walk, read books, cycle and even swim in the parks. They are an extension of people's living spaces. They are not all beautifully manicured but well-used all the same • Gym equipment • Hotspot parks • I would love to see the grassed area near the main Steel Blue oval gate become a mini sports hub, centrally located. It could have a half basketball court, tee-ball/baseball net, cricket net and either a bocci court or tennis wall. Families are becoming more active - let's provide more facilities! • Improve parks - more functional and with more activities • Keep all parks big and small for future generations - with block sizes getting smaller these will be in great demand • Kids parks • Kids playgrounds like in Yokine • Love the trees and parks - please preserve • Make Bassendean the best playground destination in Perth (playgrounds everywhere, animals on weekends for kids) • make parks functional • Make the parks better - upgrades • More areas for dogs • More fenced dog parks • More parks north of the rail line • More seating along the river, at Point Reserve • Move the fence around Steel Blue Oval so it is actually obvious public open space • Need more climbing areas • No point having parks that aren't useable • Park on the corner of Palmerston and Hamilton is really well patronised and very safe, very shaded (useable all year). Could do with some more facilities and fencing. • Parks and playgrounds • Piazza or plaza on the other side the grassy knoll, with terraced play area, age-friendly facilities. Encourage people to use the heritage rose garden • Planting more trees on small parks to provide shade for playgrounds and recreation • Play sculpture on Old Perth Road • Playgrounds for kids • Playgrounds for kids of all ages - including fences for younger kids (e.g. Busselton foreshore park) • Pocket parks with good lighting • Point reserve is a great spot • Promote parks in the local area via "mum blogs" • Provide seating in sunny areas of Palmerston Park • Provision of picnic tables • R40 apartments need to be near parks • Since Bassendean Oval has had gates open there are so many people using it for personal recreation now. It's great! • Water parks • Would like to see a dog park with a fence • Would like to see sporting facilities improved - shade for spectators, better kept grounds • Zipline is great
<p>Transit/centre-oriented development (50)</p>	<ul style="list-style-type: none"> • 5 or 6 storeys would work in Ashfield. Could help the shops become a busier hub • Allow density on Old Perth Road but not in areas further out • Allow R40 within 800m of train stations

	<ul style="list-style-type: none"> • Build accommodation near the train stations as requested by State Government years ago. It assists with public transport and does not destroy the inner Bassendean with too many units. Infill is better there • Close to station / shopping centre • Connect Hawaiian shopping centre and the main part of Old Perth Rd • Consider high-mid-rise development on the North side of the train line • Continuing the redevelopment of Old Perth Road with further apartments is also important. One thing I did like about the original plan ditched by the community was the idea that apartments on the north side of the road should be kept to a maximum of three stories to reduce the amount of shading of the road, while allowing buildings on the south side to be slightly taller to five stories • Could put high density on top of the Bassendean carpark adjoining the train station • Density around Old Perth Road if needed • Density should be closer to the train line • Density should increase, and closer to the train station • Develop around public transport not in residential areas • Develop carpark on west side of Bassendean train station as housing/mixed-use • Development around Bassendean train station would be the ideal location for density • Do density around stations and amenities • Don't mind some five storey apartments in town centres • Encourage higher density on Old Perth Rd • Every station should have density, especially for younger people • Extends businesses off Old Perth Rd down the side streets a little • Focus density around train stations • For Bassendean a focus on the areas 400m from train stations is important • Happy to see development of no more than three storeys high on Old Perth Rd from Whitfield St to the Guildford Rd/railway end • High density along train line is great, but save trees and green space around the oval and shops • High density around train lines • High density close to shops and public transport • High rise, high density development around train stations • Higher density in the town centre would allow businesses to survive • Like apartments in Old Perth Rd but no more than 5 or 6 storeys • Make the Town a more urbanised locality into the future, centred around train stations, urban corridors and local commercial centres • Minimum R40 - R60 within 800m of railway stations • Model should show 400m and 800m catchments around train stations. Should also show Ashfield Station • More development down Old Perth Road • More development of Eden Hill precinct • More modern and developed near train station, with an older feel further away • Need greater density along Old Perth Rd • Put high density north of Ashfield train station as the new Tonkin industrial park in Bayswater caters for adequate commercial space • Relocate Council offices and put high density apartments there • Residential and commercial around public transport • Should have high density around Bassendean Station • Success Hill station closer to shops than Bassendean Station • Success Hill station is a better focus for development than Bassendean station • Supporting increased density around train stations • Supportive of increased residential development on Old Perth Road • Supportive of increasing density close to train stations • Terrace housing could happen in the Bassendean train station carpark • The focus on Bassendean central • We accept that increasing housing density is necessary, but why not use areas already used for buildings e.g. many run-down shops along Old Perth Rd. Better to put apartments in these areas, then encourage 1-2 storey units on larger housing blocks as they become available • Wilson St carpark - high-rise opportunity
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<p>Community activities/events/programs (45)</p>	<ul style="list-style-type: none"> • Would like to see more infill near public transport routes • Arts grant to support outdoor local art (6) • Create a dedicated Artist Hub and showing space. This Town has the highest proportion of artists per capita in Perth so the creation of such a space is long overdue (6) • Interactive sculptures and art walls by local artists (6) • Look at Freo Youth services and other Councils to get ideas for youth in Bassendean (6) • More diverse and all-season events on reserves and ovals (6) • Activation - bringing businesses and events out to the streets • Activities/programs need to be promoted in the newsletter • Community -participatory arts • Council to develop a plan for making Old Perth Rd into a more vibrant area - e.g. pop-ups and street art/theatre • How could the church bell be used to build community? Learning about the church and history • Intergenerational engagement e.g. kindy kids reading stories to senior citizens • Keep investing in the arts and having the street markets • Lenient with restrictions for pop-up venues and events • Make sure there is a lot for the community to do • Markets good but need more • More local events such as the multicultural food festival of time past • Needs more regular activities at the senior citizens' centre e.g. like Harold Hawthorne Day Centre in Carlisle. Regular activities will bring more regular patronage. Needs to be convenient to drop in at any time • Sculptural walk down Old Perth Road and Surrey Street, incl. along the oval. An amble connecting the town centre and river • Want to spend a day in Bassendean • Would like the Old Perth Rd market to extend completely to the intersection with Guilford Rd
<p>Improved pedestrian/cycling accessibility (42)</p>	<ul style="list-style-type: none"> • Create a heritage and green walk trail from the Bassendean train station to Point Reserve. Meandering walk through existing trees on southern bank of Bassendean Oval. Incorporate exercise equipment (6) • Improve streetscapes by planting avenues of trees that will provide shaded walking and bicycle paths. This in turn will reduce our reliance on cars – particularly in summer (6) • All-weather path from Whitfield St to the playground on Palmerston Park • Always plan for people (not for cars) • Bassendean train station needs an overpass as the lift is not adequate. We need to underpass fixed to come out at BIC • Bottom floors of apartments should be designed for seniors and people with disabilities • Bring the walkability town centre feel • Cars do not create vibrancy but walking and cycling does. Therefore, the 400m catchments around train stations should make walking attractive, safe and convenient. The more people around on foot, the safer walking becomes • Covered stage and pedestrian-only area for the first block of Old Perth Road at the Guildford Road end. A car-free pedestrian-only space • Easy access under train line • Facilitate for old people to stay home by making them easily accessible by gopher car (safe routes for gopher cars to cafés and shops) • Footbridge from Bassendean train station over Guildford Road - take out the traffic lights • Hedges on Old Perth Road need to be lower, so cars are visible • In front of this building (the old post office), can you either remove the "give way to cars" sign or make a pedestrian crossing. The current situation leads to a Mexican standoff between pedestrians giving way and drivers doing the same • It's great to have streets that can be played on • Lots on east side of North Rd extending to Swan River edge precludes public access to the river and its margins • More walkways along the river • People living locally and working in the industrial areas along Collier Rd and in Ashfield should have safe routes to work

	<ul style="list-style-type: none"> • People riding bicycles spend more money locally than people jumping in their cars - they can just as easily shop in Midland or Morley. Therefore, safe and connected routes should be available for people riding bicycles to connect them to schools, shops and train stations • Preserve access when developing residential lots • Public accessibility to the Swan River foreshore and along the foreshore • Put bike paths and walking trails together • Signage in neighbourhoods indicating direction and distance to walking and cycling destinations (signs don't need to be fancy) • Squeeze cars out • The Town needs recognisable pedestrian and cycling circuits - ideally beginning and ending at cafés • There are many little-used roads in Bassendean that can be made pedestrian and bicycle-friendly by diverting and slowing car traffic. Cheaply done with a few planter boxes, instead of the monumental costs incurred when Main Roads creates "Safe Active Streets" • Walkway over Bassendean Station • We need better bicycle parking at the main shopping centre • West end of Old Perth Rd: better link to railway station; new pedestrian overpass to extend over Guilford Rd • Would like a pedestrian underpass at 2nd or 3rd Ave • Would like Lord Street to be more commuter-friendly, better walkability • Would like small maps like the Your Move map available in local businesses to support walking and cycling
<p>Building forms with increased density (e.g. infill) (40)</p>	<ul style="list-style-type: none"> • Believe a maximum of five-storey height should be maintained within the Town. Incorporate basement car parking, bike racks, charging stations and electric vehicle that can be booked and shared by residents of high-rise. All high-rise should have communal areas including deep root tree zones and garden areas, plus rooftop gardens, solar and adheres to sustainable principles (6) • Agree with subdividing blocks, but retain old houses and character • Allow some subdivision. E.g. to 500m2, but not to 250m2 • Any future "tower" blocks should have large "penthouses" or larger apartment units at the top - one bed units at or near ground • Bassendean residents must make a decision: "How high can buildings go in order to have room for some trees?" Everybody loves trees but hates high-rise, but we will have to compromise if we want Bassendean to remain green and leafy. It will simply not be possible to have sufficient density if we don't go up in the vicinity of transport centres/corridors • Battle-axe and triplex developments have their place • Better to go up than go out • Better to have battle-axe blocks • Big blocks are there to be used • Build up the area and get people to come • Density is needed • Every conservation strongly favours grouped dwellings • Generally pro-development • Go up • Guilford Rd oval apartments. Keep the historic elements of the oval e.g. grandstands • I believe in infill • In favour of R40 zoning in most of Eden Hill. • In favour of urban infill. Necessary to prevent urban sprawl. • Infill rather than sprawl • Infill required to stop unacceptable urban sprawl across Perth metro • Inner-city-style high-rise developments are appropriate • Instead of building sideways in the central area, we should build upwards, 3-5 storeys • Like the r40 apartments • mixture of demographics in high density areas • More density breeds life • Need more medium-rise, allow it to spread more than 800 metres from train station • No issue with apartments around oval, wasted space anyway. • Prefer smaller apartments with on-site parking rather than battle-axes

	<ul style="list-style-type: none"> • Residential uses behind pub • Supportive of 4 dwellings on corner lots • There is a place for units and apartments that are easy to maintain, but don't do high-rise • Two storeys in most areas • Urban infill is really important • Whole town should have an R-Code of at least R25 or higher • Zoning in Ashfield to change from R20 to R40
<p>Retain local character (27)</p>	<ul style="list-style-type: none"> • Upgrade heritage buildings (6) • Came back to Bassendean - love the town • Create incentives to retain heritage buildings • Don't lose the country feeling • Increase density without losing the look and feel of the area • It's important that we develop the Town without losing its unique identity - keep the Town's appeal that will be a benefit to the community in years to come • Keep convenience • Keep it the way it is • Like 1970s style semi-detached townhouses with space for yards • Like it as it is • Liked it the way it was • Money can't buy what is our sense of belonging in the Town of Bassendean. We are now at the cross-roads of losing it. When I worked up at City of Wanneroo, they (Joondalup Development Corporation) not LandCorp spent serious money on creating a community at Joondalup - we have it here already. If you lose it then the Town has devalued a strong community. Value what we have: it's worth millions • Preserve character and heritage properties • Preserving all heritage buildings i.e. old post office and fire station, and also character homes are important • Protect heritage feel • Protect the frontage • Residential uses above shops - retains character • Retain character • Retain heritage buildings and Bassendean identity • Retain the local character and feel of the area • Save the old stuff. This is what makes me visit Bassendean and Guilford - and the quirkiness • Stay with character of area
<p>Development of specific sites (28)</p>	<ul style="list-style-type: none"> • Areas where high density could work without destroying the fabric of existing Town's amenity are as follows: North of Bassendean train station on the adjoining carpark mixed use/high-rise residential above the carpark could be built; North of Ashfield station which is currently industrial should be permitted to have mixed use development on Railway Pde, especially given the expansion of industrial area next door in Bayswater at the Tonkin Park Industrial Area; North of Bassendean train station next to BWS site should be mixed use with high-density residential above; redevelopment of the dilapidated Swan Districts Football Club rooms should be visionary and innovative with potential for mixed use and high density residential facing onto that section of Guilford Rd. Perhaps five-storey residential with a two-storey SDFC adjoining the residential development. The club's food and beverage outlets should be on ground level to serve game day patrons; Wilson St carpark is vitally important to revitalisation of our Old Perth Rd area. The visual component facing Guilford Rd needs to convey there is more to discover. To that end a stylish mixed use development incorporating visually attractive art space through to antique/vintage stores and outdoor markets with accommodation above that is in tune with surrounding heritage buildings (6) • Redevelop Eden Hill petrol station and shopping centre site, with the proviso that current plans incorporate a more cohesive, sustainable design. Really would like to see a show piece development that exemplifies the best in design, built form and preservation of magnificent trees on that site • Can't wait for the development at the old Eden Hill shops • Comfortable with terrace housing around the oval but no blocks of flats • Consider development around the perimeter of the Bassendean Oval

	<ul style="list-style-type: none"> • Develop apartments around the oval - ridiculous that nothing is happening • Development near Cyril Jackson needed • Do something with the corner of Morley Drive and Ivanhoe • High density should be along wider roads. Or more off-street parking • If you're going to have higher density development, have it overlooking the river for good property values • In favour of development but only in certain locations • In favour of redevelopment of the old Eden Hill shops. Would be good for Kiara and Lockridge • Like the little bit of development next to Mary Crescent Reserve and the new nature playground • More high density OK only where the Bassendean Hotel and carpark are located • Re-development of Bassendean Oval is vital. This includes the provision of the planned townhouses around the perimeter of the oval. This will allow Bassendean Oval to properly become public open space (describing the present oval with its high wire fence as 'public' is quite hypocritical) • The area at the end of Hamilton St that used to be a tip should be developed as housing (but understands it may be in the flood-way) • The area behind the old Fire Station could be used to construct an observation tower, to allow people to see views of the city and the airport • Want density around oval but restrict the height
<p>Traffic management (26)</p>	<ul style="list-style-type: none"> • The section of Old Perth Rd that curves around the Bassendean Oval was originally a main road connection to Guilford. It is therefore now a road that is very wide for what has become just two lanes of traffic. The lanes should be narrowed to enable angled parking with softer landscaping added to enhance the area (6) • All one-way roads around town centre • Allow more turns off Guilford Rd • Allow right-hand turns into Old Perth Road off Guildford Road outside peak times • Basically become one way street along Whitfield • Better management of traffic on Lord Street • Block off Hardy Rd at French St so people have to follow the bus route • Development of underpass (tunnel) or bypass at Guilford that still encourages business there • Keep the nice wide streets • Lights to help get out of Success Hill • Narrowing Walter Rd East to turn it into more of a boulevard (this also requires underground power in Eden Hill and Bassendean) • Need a traffic light at the corner of Colstoun Rd and Guilford Rd and/or Pearson St and Guilford Rd • Remove the traffic lights at the end of Old Perth Road. Add the pedestrian footbridge. • Right turn only to Old Perth Road • Sink the Collier Rd level crossing to enable better flow of traffic • Supportive of roads under railways, e.g. at Collier Road, (as in Kelmscott and Midland) • Turn back lanes into streets like they do in Leederville and Inglewood • Two-way system maybe? • West end of Old Perth Rd: close off Old Perth Rd at Guildford Rd (remove traffic lights) • Would like Morley Dr or Walter Rd vehicle bridge into City of Swan • Would like to see Ashfield Precinct Plan go ahead - including re-alignment of Guilford Rd onto Railway Pde side. Requires sinking of the rail line and therefore Indian Pacific off Midlands line to Fremantle (only requires replacing 300m of rail)
<p>Parking (17)</p>	<ul style="list-style-type: none"> • Better parking at Hawaiian shopping centre - make the centre two storeys with parking underneath • Cut out verge on Whitfield Street Park - make 45-degree parking • Encourage underground/undercroft parking • ensure there is sufficient parking on subdivided lot • Four hours parking (instead of two) in the town centre • More parking at Ashfield Reserve • More parking at Bassendean Station • Need off-road parking with increasing density

	<ul style="list-style-type: none"> • Need to have extra parking at Ashfield or Bassendean station, especially when Bayswater station is temporarily closed • Off-street parking • Provide enough parking for one car and a boat/caravan per house. Parking on the road to be by permit. • Put parking at old shopping centre • Take some verge for indent parking • The businesses along Old Perth Rd require customer convenience; provision of parking is the first step • Underground parking for apartment blocks • Verges are big enough for angled parking so it should be introduced • West end of Old Perth Rd: more parking and "kiss and ride"
<p>Upgrades to Old Perth Rd (16)</p>	<ul style="list-style-type: none"> • Corner of Whitfield Street and Old Perth Road – car bays to clear congestion • Different types of shops along Old Perth Road and in Ashfield • Do something with shops close to Bassendean Station on Old Perth Road • Knock down and rebuild all shops in Old Perth Road - especially at the train station end • Landlords on Old Perth Rd need to be gone • Like to see consistency in Bassendean "Yellow Brick Road" • Losing businesses on Old Perth Road • Modernise Old Perth Road • more life on Old Perth Road • More to do on Old Perth Road before oval • Old Perth Road area needs work - so far it is livening up • Old Perth Road needs a face lift • Old Perth Road needs to be revitalised, more people and more happening • Want to see Old Perth Road improve • Would like to see more life at the west end of Old Perth Road • Would like to see Old Perth Road upgraded
<p>Improved public transport (15)</p>	<ul style="list-style-type: none"> • Sink the rail line from Bayswater to Success Hill. The infrastructure required for upgrading stations on the heritage line including lengthening of platforms, replacement of Lord St bridge, removal of level crossings warrant investigation of sinking. This will also provide reclaimed land for additional high density housing and green spaces for future population growth. Will enhance north-south connection (6) • Access to transport is important • Ashfield station too close to Bassendean Station • Light rail from Bassendean train station, up Ivanhoe Street to Altone Road • Make the train stop regularly at Ashfield • People want to see the railway start at Collier Road • Plan for the new train line to Ellenbrook - higher R-codes for close to that • School bus to public school, this avoids the traffic nearby schools (like ANZAC terrace primary school). Safety for kids. • Shuttle along Old Perth Road • Wants public transport and a departure from a car-dependent society
<p>Ideas about communications and community engagement process (14)</p>	<ul style="list-style-type: none"> • Bassendean being a name that people know across Perth - a unique suburb of notoriety • Development should ideally be community led • Education before legislation • I suggest that the Council should investigate introducing a 'plain English' requirement for all its documents. This particularly applies to Town Planning documents which are particularly obtuse • Involve local Whadjuk Noongar people in all planning • Knowledgeable people should be opinion leaders for the community • More open channels of communication needed • Publish info re: issues before Council/admin before decisions made – all sides of debate – and seek community response to genuinely hear what is said so decisions visibly reflect the process • Re-establish Tree Advisory Committee • Set up a system of gaining genuine skilled input from high-calibre experts in specific fields • The general population needs to be informed

	<ul style="list-style-type: none"> • Use images and photos to help people understand the context of living in/amongst different dwelling types, including before and after shots of development impacts. Detail is reassuring. Birds eye views don't give accurate idea of what people will experience on the ground • Wants an ordinary person to be able to understand that current infill patterns will already meet the target density • Would like to see the feedback that came out of the "Safe Active Streets" process re: Whitfield St
Specific commercial uses (13)	<ul style="list-style-type: none"> • A bakery that opens at 5am • Another ice-cream shop • Cafes and restaurants • Could do with a few more shops - choice of supermarkets, clothes shops • Family restaurants for all ages • Good bars and restaurants • Mobile coffee shops in all major reserves • more food and drink to create an atmosphere • Needs things of interest to bring people in, gift shops and cafes • Shift existing medical centre at corner of Old Perth Rd and Parker St back up the hill behind and re-use the building for a café etc. - create more vibrancy • Upgrade to shop facilities • Would like a better plan for Eden Hill shops and to ensure it goes ahead ASAP • Would like another shopping centre
Community facilities/hub (12)	<ul style="list-style-type: none"> • Ashfield needs its own hub • Bicycles for Humanity would like to use old fire station • Community hubs needed - as happening in new suburbs. • Could the Hub / brick building be a co-working space? • Council open 24 hours a day (rangers) • New Council building in the Wilson St carpark • Permanent council building? • Provide premises in former fire station for former volunteer fire brigade • Social hubs • Victoria Park 'the hub' • Would like more community centres such as using the fire station on the corner of Parker St • Would like to see Ashfield Soccer Club facilities enhanced
Dwelling diversity (11)	<ul style="list-style-type: none"> • Assisted / independent living for retirees • Ensure properties are well blended • Housing should include public housing to ensure a mix of demographics • More variety in dwellings • Need a balance of development typologies • Need smaller homes for couples and smaller families • Opportunities for more social housing? • Outer areas to have mixed lot size • Should be opportunity for all types of households • The most important idea is for Pyrton to be developed into a village-style accommodation hub for families and some over-55-ers • There needs to be buildings built that will suit the ageing population who either no longer wish, or able to stay in their larger homes
Services/infrastructure (10)	<ul style="list-style-type: none"> • Get power underground • Idea of bins being weighed is good • Make sure all infrastructure is up to date • Need underground power in Bassendean to allow trees to grow and make construction more feasible • Replace and clean up dead and broken greenery • Services need to be updated • Two bin pick-up • Underground power especially north of rail line so that the lighting becomes better. Need better lighting all round • Underground power throughout the suburb • Underground power to allow for additional tree planting

Retain space (10)	<ul style="list-style-type: none"> • Ensure setback are retained in established areas so new developments do not reduce the spacious feel • Ensure that space is left for long-term planning. Provision for future (say 50 years) opportunities and not preventing these by closing off • Ensure there are decent-sized yards • I didn't want the houses to be too close together • Like the open grassed approach to Bassendean when driving from Perth to Midland. The area around the memorial is the only open area between Perth and Midland and gives character to the Town. This needs to be retained • Shared driveway for neighbouring lots to reduce loss of green space • Want big block with back yard • Would like backyards retained on private property • Would like to downsize but still have enough outdoor space to grow veggies in the background - and 3 chickens • Would like to see planning rules that retain open space
Limited development (8)	<ul style="list-style-type: none"> • 2 houses/battle-axe blocks are ok • Allow some infill, but not on every lot • Battle-axe blocks are OK • Leave Bassendean Oval as it is • Less high rise • Low density housing • Make it more village-like • Stop massive subdivision
New rules/strategy needed (8)	<ul style="list-style-type: none"> • Building guidelines that talk to design and functionality • Cut red tape on planning and development • More consistent planning rules for development in Bassendean - rules were applied differently to neighbours • Need guidelines for new development style and character • Provisions to encourage good aesthetics e.g. design review panel • Really liked the previous LPS - particularly scenario 2 and Jubilee Reserve • Structure plan for West Rd • The size of lot alone shouldn't govern whether subdivision can occur. Have to consider the width, location and layout of existing house on the lot etc.
Safety and security (8)	<ul style="list-style-type: none"> • Better street lighting - especially at main intersections like the T-junction at West Rd and Bridson (too dark at night) • Get druggies off the streets • Improve safety from drug dealers in the park • More security - more cops • Neighbourhood Watch initiative • Safety and quietness are important • Security patrols on streets • Would like laneway behind lot closed (behind Pearson Street - running through to Colstoun Road) It is currently allowing people to jump into backyards. Most owners would like to buy off the section behind the property.
Community connectivity (8)	<ul style="list-style-type: none"> • Ensure sense of community • Ensure that people remain connected to community, know your neighbour • Incorporate the river to the social hub etc. • Make the area more attractive to families and kids • Need community that continues to be inclusive to all ages and abilities • Projects that include both sides of the rail line • Support for street facing development over battle axe • Strong sense of community
Mixed-use development (6)	<ul style="list-style-type: none"> • Increasing development of multi-purpose buildings that comprise accommodation, amenities for residents, and shops/restaurants under that • liked mixed use development of corner of Ivanhoe Street etc. and IGA • Mixed-use development allows critical mass to support commercial land uses • Mixture of development types • Provide for mixed commercial use • Supportive of shop-top living, but needs to be adaptable
Desire for growth (general) (5)	<ul style="list-style-type: none"> • Bring more people into the town centre

	<ul style="list-style-type: none"> • More foot traffic on Old Perth Road needed • More life • More young people coming in will make it better • Needs to continue to grow and develop
Improve lighting (5)	<ul style="list-style-type: none"> • Better lighting around the town • Better lighting for security • Better street lighting • Get decent street lights in every street • More street lights
Ensure quality development (4)	<ul style="list-style-type: none"> • Encourage creative design in houses/business premises • Make sure not putting up poor quality housing • Need good development and design standards • Would like options for the right type of development along the Swan River
Commercial development (general) (3)	<ul style="list-style-type: none"> • Encourage more variety of businesses near the train station • Need a wider variety of shops/commercial uses needed • Shopping centre is great and needs more shops in it
Modernise/urbanise (3)	<ul style="list-style-type: none"> • Create urban village feel • Modernise from the gold rush era • Modernising
Connection to history and culture (2)	<ul style="list-style-type: none"> • Ensure better integration of Aboriginal culture • Incorporate history within modern structures
Public art (2)	<ul style="list-style-type: none"> • More public art (like the dogs painted on the library) • More public art to make the main street attractive
Other (20)	<ul style="list-style-type: none"> • Fewer community events (waste of time and money) although the movies in the park are good • Fire station - would like to volunteer there • Get rid of Hawaiian • Co-living and co-housing and cooperative housing projects and developments • Encourage people who work from home to use a casual / collaborative office space • Cheaper rent • House prices going up • More support of local businesses • In an ideal world I would like to see no fences around houses anywhere • Integration • It is what it is with density • Knock down area and start again • Library of things e.g. appliances that people don't need to purchase (Transition Town Guilford would be interested) • Need appropriate trees for the area (not 80m high) • Need subsidies for maintaining/pruning large trees • Rezoning should include the street, rather than using this as a boundary (i.e. People across the road having development potential) • Rules to prevent Air BnB's • Want to see action • Would like jetties and restaurants on the riverbank. Some areas of the river are not useable. Don't think a lot of public open space along the riverbank is being used by the public. Would be better if there was development to activate the riverbank • Would like somewhere to moor a boat
Issues/concerns	
Theme	Specific Comment
Concern about loss of trees and green space (54)	<ul style="list-style-type: none"> • Alarmed at rapid loss of trees on both private and public land. It goes further with overzealous pruning and lopping by contractors that exacerbates loss of tree canopy (6) • Concerned about loss of Ashfield Reserve (6) • Do not put housing on any reserves, parks or green spaces. These spaces are precious and vital to the health of future residents as the population grows (6) • Too many trees are removed without thought to alternatives (i.e. Men's Shed site) • Also, maintaining of existing green features is a concern

	<ul style="list-style-type: none"> • Clash between ideology of protecting public trees and space but allowing development to demolish an entire lot • Concerned that large trees will be removed and loss of green space • Council to create native green spaces • Council to take responsibility for retaining green • Don't allow neighbours to knock down trees • Don't develop public open space • Don't ever redevelop parks • Duplex unit developments crammed in with little space (13A Chapman Street) • Green space being lost • I am worried that existing green spaces are taken over by housing development • I would like to see the people who develop older quarter and half-acre blocks in Bassendean to be more considerate of the environment. These blocks originally had one house, well-established gardens with large trees. The policy of clearing all vegetation from the site may be more convenient for the builder and more profitable for the developer to cram as many units as possible into the space, but the gardens are a big loss to the ecosystem. With some foresight and planning, at least some of these could be saved • If taking back lawns there needs to be more open areas • Keep greenery and retain trees on Old Perth Road • Keep the Morton Bay figs • Kiara bushland saving it • Leave tennis courts alone • Loss of trees and native vegetation that leads to loss of diversity, increased temperatures, disconnection with nature • Maintain tree canopy and wildlife • No buildings/housing on the oval or any other reserves, parks or green spaces • No parks on Perth for density increase • Planning and design should not lead to net loss of vegetation nor community disconnection. Redevelopment of existing blocks should never result in loss of trees • Reduced tree canopy • Retain flora and fauna • Street trees dying when new buildings are built • Too many trees disappearing from blocks that are being developed into ugly units. Please preserve our trees in this town before it is too late • Where are kids supposed to play? • Worried that existing green spaces like the football oval are swallowed up by apartment blocks, forsaking existing tree cover • Hope nothing ever happens to Mary Crescent Reserve. Has interesting Indigenous history • It is a pity that some of the trees at Point Reserve are dying
<p>Concern about perceived overdevelopment (39)</p>	<ul style="list-style-type: none"> • 20 units on two lots (e.g. recent Wilson St development) is too much • 8 dwellings on one lot is too much • Apartments don't suit the area • Apartments would not be ideal: these tend to cater to downsizers and young single people, not families • Completely disagree with blocks of flats • Concerned about impacts of buildings maximising a lot • Concerned about maximising footprint on lots • Concerned about overdevelopment, but understands that some is needed • Concerned about whether infrastructure can cope with increased density • Design needs to be sensitive to surrounding residents' access to sunlight. People need to be able to see the sun and moon rise. Apartment blocks more than 3-4 storeys high block other people's access to sunlight • Dividing blocks too small - 4 dwellings on a lot is too many • Don't infill like Midland • Don't like 4 houses on one lot • Don't like high-rise • Don't want to see apartments on residential streets • Don't want to see every single lot developed. Can this be a planning provision?

	<ul style="list-style-type: none"> • Don't want too much subdivision • Eight dwellings on one site is a concern • Ensure it does not become overcrowded • Extent of government housing within Ashfield • Feels that the building above 8 Napkins is an eyesore, done too quickly with cheap building materials • Has looked at moving into Bassendean but concerned about the high level of development • Hate jamming in as many people in a street as possible • Increase infrastructure to allow for infill • Less of the big buildings • My concerns are too many blacks of units - particularly since they are not in keeping with the surrounding homes • No high-rise above four storeys • Not happy about the density level - 8 units on a lot is too much. • not supportive of high density in suburban/outer areas of the suburb • Not too much density - very opposed to 6-10 apartments on a lot • Overshadowing from neighbouring buildings and trees • Poor excessive, high-density planning, especially around Bassendean oval • R40 apartments stand out like a sore thumb • Stop putting numerous units on blocks. This destroys what is unique about Bassendean • Too much high-rise will kill the area • Too much infill development - I think a balanced mix maintains the spirit of the suburb • Urban infill and high density dwellings planned close to the station. Current design being built are horrible • We have been and looked at the development at Claremont oval and are pretty horrified by what's been done there (too dense and too high) • Where are the infrastructure and services to cater for an increasing population?
<p>Concern about traffic (25)</p>	<ul style="list-style-type: none"> • Don't widen Guilford Rd. it is already a barrier that divides the Town. Plus, the ficus trees are an iconic part of the Town, as well as counteracting urban heat island effect (6) • Already enough traffic on Ivanhoe St. Resident doesn't want to see traffic increase as a result of 246-248 Morley Dv East • Amount of traffic and speed on Hardy Rd • Busy intersections • Can roads keep up with density increases? • Congested road • Congestion and bottlenecks before the bridge on Guildford Road • Crossing Guilford Rd and roads along the cycle path is a challenge • Dislike the traffic intersection at the ramp at entry to the shopping centre. Dangerous and can't see approaching cars or road as you turn left to leave the shopping centre • Don't stick trees down the middle of a road • Enquiring about the safe street on Whitfield Street. About traffic control, tree planting etc. • Guildford Road bridge is bad, should be two lanes • Islands are a good ideas but some in the way of traffic - especially at the intersection • Many units built in residential streets, means many more cars parked on both sides of the road so is one way for residents to drive. Very difficult • Rumours about bridge at end of Westend Road • Success Hill has only one way in/out. An access issue but also safety risk e.g. if there was a fire • Traffic • Trees in the middle of Shackleton Street limit accessibility of trucks, caravans etc. • Unlicensed motorbikes • Volume of Lord Street is a concern
<p>Concern about loss of character (22)</p>	<ul style="list-style-type: none"> • Heritage buildings and character areas must be preserved in any new Town Planning Policy. Town of Bassendean over the years has been slow to move towards any sort of protection policy and the destruction of heritage buildings has had a disastrous consequence for the area (6) • Concerned that development doesn't fit in with the area

	<ul style="list-style-type: none"> • Don't want to lose the character • Don't want to lose the small town feel • I'm not in favour of any more subdivision of old blocks and destruction of old hours/trees and character • Important to retain single dwellings • Keep the character of Bassendean • Keep the suburban feel • Loss of heritage cottages • Lost the village/community feel • Needs to fit in with the area • Nice quiet streets wrecked • Old Perth Road and Whitfield Road building doesn't fit with character • Retain heritage buildings • The sense of community is strong at the moment - putting 8 units on a quarter acre block will destroy the neighbour resident relationship • Want to preserve character of town • We start to lose interaction with neighbours who shift in then move out in rental properties that have several units on residential blocks of 1000m2 or more
<p>Lack of safety/security (16)</p>	<ul style="list-style-type: none"> • Concerned about crime rate, type of people around • Crime is a concerning issues. It appears to be increasing in the area and is making residents resentful and frightened. The Community Safety and Crime Prevention Committee hasn't even met yet, even though it was started in May 2019 (now Aug 2019) • Crime is a problem • Feeling unsafe - break ins and crime on streets • Feels less safe to walk around at night • First, second and third avenue are crime hotspots • High crime rate in Town of Bassendean • Increase in crime with density • Lots of crime • More lighting on the streets for safety. • Need well-lit streets to walk around safely • Needs better lighting and security • North Road feeling unsafe at night (not enough lightning) • Security at Ashfield train station • Security concerns, need rangers around if the density is to be increased • Theft in the area
<p>Concerns about parking (13)</p>	<ul style="list-style-type: none"> • Concerned about parking • Concerned about the loss of the hotel carpark • Discourage on-street parking in residential streets. Use verges instead • Don't like street parking on Surrey Road - dangerously close to the intersection. Cars on both sides turn it into a single lane. A car frequently parks on the T-junction - remove the marked bay • Foot traffic is what we aim for, but council cannot relegate the west end of Old Perth Rd to the "pedestrian" end of town, we require provision for convenient parking in Old Perth Rd • For many years an "island style herringbone pattern" parking area existed down the centre of Old Perth Rd in front of the Bassendean Hotel between Parker St and Wilson St. The number of bays was sufficient to serve the businesses up to Wilson St. There parking bays were well used by customers and worked well. The layout also served to soften the streetscape. The businesses benefited until they were removed • Parking around cafes on Old Perth Road is terrible. Angled protrusions make parking very difficult • Parking is a huge issue • Parking is an issue. Restrictions on time. Can't stop and shop for long enough • Parking on roads is a major issue • What is lacking in Old Perth Rd is convenient and sufficient parking and no-one listening or making efforts towards helping to rectify this crucial fundamental issue, which continues to impact on the success of the businesses in Old Perth Rd

	<ul style="list-style-type: none"> • When large developments (e.g. 8 dwellings per lot) are developed they do not have sufficient parking or shade • Where will the parking behind the Bassendean Hotel go?
Opposed to development of Bassendean Oval (12)	<ul style="list-style-type: none"> • Must preserve the Bassendean Oval mound intact because of its origin as an Aboriginal sacred site at Success Hill (6) • Don't want development around the oval • Don't build on Bassendean oval • Leave the oval alone. Claremont is a shambles. The open space around the oval is good for kids on game days • Not supportive of developing the oval • Not sure development around Bassendean Oval was a good idea • There should not be any redevelopment of the football oval precinct, as traffic flow is busy enough as it is in the vicinity of the shopping area
Concern about local business viability (10)	<ul style="list-style-type: none"> • Alcohol sales at the markets should be limited to the Bassendean Hotel and other small bars next to the pet food shop - support these businesses • Don't put in too much commercial or retail • Local business closures on Old Perth Rd and in town • Not only is the market not staging at the intersection of Guilford Rd and Old Perth Rd, which minimises the number of people that visit the far end of the street, but there are food trucks in front of my food business • Old Perth Road is sad now • People don't use the Bassendean station end of Old Perth Road. Doesn't look inviting • Shops don't last long in the town centre • There seems to be a run of failing retail businesses along Old Perth Rd. One opens and a few months later it closes. Something needs to be done to create a more vibrant town centre. More community engagement with the Town and the landlords in question would work, and more support to current retailers • Too quiet - restricted by small variety of retail • Used to be four grocers, four butchers, three garages. Now we have less with more people. We used to have everything you need locally
Concern about community engagement process (10)	<ul style="list-style-type: none"> • Plans that residents have been involved with have taken too long to come to fruition, causing loss of interest in consultation processes. There is no follow-through in a reasonable time frame (6) • Been through lots of community engagement - hope something happens from this • Concerned that BassenDream Your Street is based on the underlying assumption that significant infill will happen • Doesn't feel like the Council or LandCorp listened to the community on the oval project • Insulted by character limits in surveys for previous projects
Concerns about capacity of public transport (9)	<ul style="list-style-type: none"> • Bassendean Train Station, reduced capacity once Metronet is completed • Bassendean Station area disappointing • Frequency of available public transport • Not enough public transport • Public transport into Bassendean needs to be better • Public transport to school should be encouraged, so that kids can learn how to commute on their own. This will also save energy (petrol) and encourage green earth • station has lost its shine • station to be included in constant stopping pattern • Station will get busier with higher density
Concerns about quality of development (9)	<ul style="list-style-type: none"> • Don't like the multiple dwelling developments on Lord Street. No space, ugly brown brick • Infill needs to be done right • New shopping centre has bad entrance • Old shopping centre looks terrible • Setbacks are a disgrace (very small) • Small living spaces and no open space may cause health, including mental health, problems • Triplex type infill is too narrow • Want to avoid tons of battle-axe blocks • Worried about quality of housing

<p>Concern about disconnected suburbs (8)</p>	<ul style="list-style-type: none"> • Ashfield still feels outside the centre • Ashfield still has a connotation as a low socio-economic area - should be more upmarket but this connotation is holding it back • Disconnected • Everything is happening on the south of the line, north of the line is not as attractive to purchasers - not receiving as much planning and development focus • Just adding amenities to less connected areas of suburbs is not enough • Not enough attention on the north side of the train line • Two sides of Bassendean are not well connected • Eden Hill has old area and new area and a divide between the two
<p>Concern about restrictive planning rules (8)</p>	<ul style="list-style-type: none"> • Concerned about strange Eden Hill planning rule where block can only be divided lengthways rather than battle-axe. When combined with rules about number of rooms facing north. (block faces north) this is particularly limiting. Would not suit the suburb. This has limited a lot of development on the street. • Council needs to be reasonable with where it requires building permits (not needed for minor works) • Inability to develop due to established trees • Precinct 1 Eden Hill (opposite Jubilee Reserve) is R17.5. An archaic R-Code for this area • Strange zoning where lots in some parts of Eden Hill can only be duplex, not battle-axe subdivision. Must divide lots lengthways and face street. Change this. • The requirements for the R30 code in R20/30 areas (e.g. Iolanthe St) are limiting and preventing a 6-star energy rating. Doesn't allow east and west access to winter sun • Would be against people telling me what I can do on my own land with regard to trees • Area in Eden Hill with no allowance for battle-axe blocks. End up with two narrow blocks
<p>Lack of maintenance (7)</p>	<ul style="list-style-type: none"> • Beautify the back of Swan Districts Football Club rooms where they face Guilford Rd • Insufficient maintenance of front house when rear of lots are developed • Local government doesn't look after street trees • Mary Crescent Park underused. Too big if we need room for infill. Non-cared for for years • The Guildford-Bassendean bridge and its environs: get rid of the green high table with its graffiti, more water purifiers, re-do carpark, cut up fallen tree • Trees in jubilee reserve have dieback? • Trees too close to houses cause problems with too much leaf litter in gutters, drains and gardens
<p>Concerns about pedestrian and cycling access (6)</p>	<ul style="list-style-type: none"> • Accessibility concerns around stations and along roads (for gophers) • Before Your Move maps were printed, the only pedestrian and cycling map was in the library and couldn't be borrowed • No disability access at Bassendean station when the lifts break down (which happens often) • Some of the distances/directions on the footpath stickers are incorrect • Success Hill station not accessible for disabled people • The biggest impediment to cycling in the area is a lack of hard copy maps
<p>Concern about particular types of housing/accommodation (5)</p>	<ul style="list-style-type: none"> • If you could guarantee people will be residents (permanent) and not renters who are not committed to getting to know the neighbours and being with the community activities, then its breaking up what they have • Less state housing in Ashfield • Look what happened in Lockridge. Became a slum • Not happy with Air BnB's • Still enclaves of community housing in Eden Hill - near Jubilee Reserve. Makes it hard to use the local park (Feels unsafe)
<p>Concerns about local government (5)</p>	<ul style="list-style-type: none"> • Are the Town really listening? • Council taken over by Greenies • Council throwing money at the wrong thing • Our Council lacks strong, wise experienced leadership • Town of Bassendean is too political/bureaucratic
<p>Concern about underdevelopment (5)</p>	<ul style="list-style-type: none"> • Block getting sub-divided for units in areas outside the central areas of Old Perth Rd and Bassendean station. We need to develop and increase density there before the other areas • Can't understand why there isn't more development in Eden Hill

	<ul style="list-style-type: none"> • Don't want tree/open space retention to limit development opportunity too much • Empty lots around the Bassendean station area look terrible - landowners/developers who own land should be fined for leaving it barren. Same applies to buildings that have been left unmaintained • Underutilised areas
Issues with community facilities (5)	<ul style="list-style-type: none"> • Booking a room at the library - Town only takes payment by cash or cheque. Why? • Don't build on community facilities • High schools in area • Never buy a place without a high school • Turn the old infant welfare centre into a community space e.g. community arts space that opens onto public open space
Concern about costs to residents/ratepayers (4)	<ul style="list-style-type: none"> • Ratepayer money being wasted • Rates are expensive - why don't we get the amenities • Should be compensation on value of house before new development goes through • The developer should have to pay for any changes that impact neighbouring lots
Issues with public open space (4)	<ul style="list-style-type: none"> • Bank eroded by boats • Parks are underutilised • Types of trees • We go to Bayswater for parks
Land banking as a barrier to development (3)	<ul style="list-style-type: none"> • Land-banking on Old Perth Road is a constraint • Rental situation limiting the future potential of the Town Centre • Vacant land banking
Concern about current lack of planning rules/strategy (2)	<ul style="list-style-type: none"> • Development is currently ad-hoc. There needs to be more policy • Feels like inconsistent planning rules are due to who you know in the Town of Bassendean
Concern about noise (2)	<ul style="list-style-type: none"> • Noise • Noise of increased population
Concern about quality of development (2)	<ul style="list-style-type: none"> • If you have increased density, don't make them "flats" • The units on Lord St opposite Pyrtton are ugly
Lack of business premises (2)	<ul style="list-style-type: none"> • Limited commercial facilities within Ashfield • Only moved out of Bassendean (to South Guildford) because there was no co-working space
Opposed to petrol stations near schools (2)	<ul style="list-style-type: none"> • No petrol stations at schools or green spaces please • No petrol stations next to schools!
Concern about lack of appetite for change (2)	<ul style="list-style-type: none"> • Lots of old people don't want to see change • There is fear among the general population about high levels of change
Other (16)	<ul style="list-style-type: none"> • Ageing population • Better clientele in local schools • Chips on bins is a terrible idea • Concerned that certain low-income families negatively impact the area • Don't like properties on the river that have exclusive riverfront access • Don't sink the rail line • Fear and manipulation during LandCorp project • Flood level of the river • Lots of ageing people • No variety or art/culture • Rangers need to enforce local laws re: dogs and dog poos by fining those who don't comply • Sandy Beach fence • Stigma from pub • Strange lot layout in some parts of Eden Hill where frontages are wider than rear of lots • Streetscape should change sometimes • We are a bit frustrated that access to the open areas in football oval is restricted by the two entrances • Who thought a black roof was a good idea in an Australian summer?
Other anecdotal comments	
Theme	Specific Comment

<p>Positive current aspects of the Town of Bassendean (76)</p>	<ul style="list-style-type: none"> • 5-minute walk to Success Hill Station • Area is inclusive and relaxed • Bassendean is like a big village • Bassendean is located in the middle of everything • Bassendean is open and green • Becoming more of a central suburb • Close to city but feels more like a country town • Close to the river • Come here twice a week to do shopping • Easy to navigate the area • Enjoying the space • Everything is close by • Getting train to Bob Hawke high school next year • Glad that a lot of trees have been retained and that new planting has taken place • Good to see more cafes and restaurants • Great that there is a footy oval • Green space is the best thing • has a surprisingly good sense of community • Here for three years. Love Bassendean • I love the Town how it is • Kayaking • Larger homes and families and green space • Like a big country town, not a concrete jungle • Like being close to river and nature • Like green space and open areas • Like shopping locally • Like that it is central and accessible to Midland and Perth • Like that new families are coming through • Like the central location • Like the community feel • Like the community-mindedness • Like the country town feel • Like the established trees • Like the history of the area • Like the old houses • Like the social aspect of Bassendean e.g. workshops at the library • Like the suburban nature • Like the trees • Lots of walking tracks everywhere • Love all the native plants • Love Bassendean how it is • Love Bassendean Shopping Centre • Love being able to walk everywhere • Love it how it is • Love living here • Love living in Bassendean • Love living near train station • Love that everywhere is walkable • Love the cafes • Love the community - people helping each other out • Love the community feel • Love the green spaces and the river • Love the parks • Love the peace and quiet • Love the river • Moved here for accessibility • Moved here for convenience to shops • Moved into the area for good access to transport • Open space is great in Basso • Parks everywhere
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	<ul style="list-style-type: none"> • Peta Mabbs' work is exciting • Pleasant area • Public transport good • Quiet in Bassendean • Really good community feel to Bassendean • Shopping • Sports and amenities and shops • The area is close to Perth and close to the Swan Valley • The area is good for seniors • The location is a massive plus • Think the council is doing a brilliant job on the whole - like the mayor's vision • Train line close • Train line good • Walking along north road • Well-designed shopping area with really good range of shops • Convenient area with the river and the city
Support for planning or development initiatives (13)	<ul style="list-style-type: none"> • Cycling routes around Maylands are very clear • Generally supportive of LITP actions • Glad Ashfield station is not moving • Great to see where some fantastic renovations have taken place • Happy with new buildings (not too much though) • Like the apartments on OPR • Like the modernisation of Old Perth Road • Like the vision for Old Perth Road • Like what has happened with main street in Bassendean • Love the Old Perth Road development • Not opposed to development • The Sandy Beach playground design looks great • Two main apartment buildings on Old Perth Road seem quite good
Support for community initiatives/events/programs (10)	<ul style="list-style-type: none"> • Community feeling at Bassendean • Glad there are lots of opportunities to get involved • Impressed with the ANZAC Day service at the war memorial • Library is fantastic • Love the "on the move" initiative • Love the events • Love the markets • Love the murals in the town centre • Supportive of the Your Move initiative • The council is to be commended for its initiative in seeking community engagement and innovative approaches to help boost prosperity for the businesses in Old Perth Rd
Queries from community members (5)	<ul style="list-style-type: none"> • Are we getting anything back from FOGO composting? • Do we still have "best street" competitions in Bassendean? • How do you ensure/encourage that the demographic a property is built for is the demographic that moves in (how do you support demographic diversity through planning rules)? • Resident owns an old house on a large block and is wanting to know what will happen into the future so as to assist with deciding what to do with existing house i.e. if densities are likely to increase, hold tight for the time being and if not, consider renovating and extending existing house • Wanting to know what is happening with the vacant lots at 246-248 Morley Dv East, Eden Hill?
Comments about the Town of Bassendean in the past (4)	<ul style="list-style-type: none"> • Area used to be quite good • Remember racing billy-carts in Success Hill and playing in the river • Was an affordable area • Whole family has been here since 1954
Other (7)	<ul style="list-style-type: none"> • Dwelling growth is already ahead of schedule • Invested in land to hopefully sell • Need to learn from mistakes in earlier generations • Organic growth is good • Private school opening in Maylands

	<ul style="list-style-type: none"> • Some of the apartments on OPR respect the local character - some don't • Spatial planning is the main influence on quality of life
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5.8 Miscellaneous Feedback

Feedback that was provided to the project team by email, or in another format that was not a formal feedback form; survey/poll response; or activity sheet is presented below.

The content of this feedback has been summarised and themed below.

Comments that may identify particular individuals have been removed.

Theme	Summaries of Feedback Content
Transit-oriented development (16)	<ul style="list-style-type: none"> • Desire for alignment with MetroNet objectives (4) • Desire to include the catchment around Success Hill station as a key transit-oriented development (4) • Concern that the BassenDream models do not identify walkable catchments from train stations (3) • Desire for more transit-oriented development (higher density around transport nodes) (3) • Concern that Ashfield is not treated as an activity centre • Redevelopment of the stations (especially Bassendean and Ashfield) are core to the evolution of the Town over the next 30 to 50 years
Parks (8)	<ul style="list-style-type: none"> • A flying fox and other adventure play gear (a water slide to the river?) at Success Hill? • A maze at Claughton Reserve? • A fairy garden at Palmerston Square? • A fitness hill climb / firework viewing area atop the contaminated site hill in the industrial estate? • A water play space (does not have to be a pool – check out the water playground at Geraldton foreshore) at the BIC Reserve? • A couple of bird viewing shelters and a timber walkway at Bindaring Park? • Community gardens on the disused tennis courts behind Cyril Jackson school – better still, a really good trampoline park? • Close access to parks and reserves (Bassendean is blessed with a good number of parks and reserves and as the population increases, access to these open areas will become even more important as the traditional backyard disappears
Connection to the river (8)	<ul style="list-style-type: none"> • In lieu of the new Tonkin Industrial Park development, consider rezoning the Ashfield industrial area to be (riverside) residential. It is argued little respect is given to and little use is made of the river in Bassendean whereas one often finds water and open space central to tranquil settings – something many people struggle to find in our busy lives • Intricate landscaping (retain existing trees) and little cosy places to have coffee, read a book and lunch in the carpark beside the pub? • A fishing jetty or a floating café (make it look like a boat) near Pickering Park? • Mulch walk trails are loved by the locals. It gives a natural feel to Bindaring wetlands and is better for the wildlife and birds. Where have they gone? Please maintain • A pontoon in River in summer would be fun • Easy access to the river (this is part of our natural environment that requires ongoing protection) • Issues with the Pickering Park boat ramp (lack of funding) • There is good potential to develop activities/businesses that utilise Bassendean's unique setting to bring people into the Town such as kayak and bicycle hire to explore a Town/river trail, i.e. to develop urban-nature experiences that can be accessed from the rail network. This in turn could improve vibrancy in the main boulevards and support an enlarged alfresco precinct (which is currently struggling). It is argued

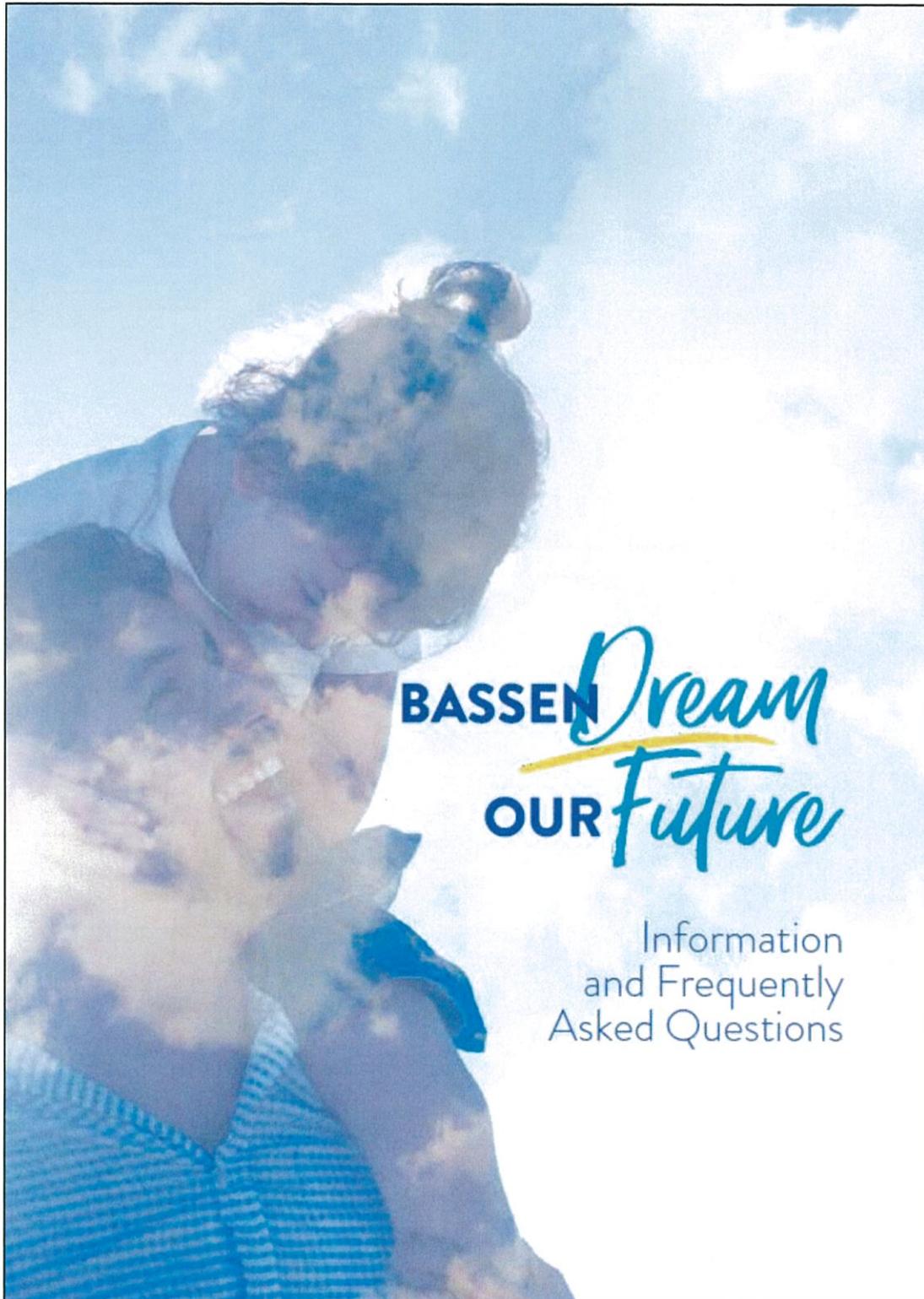
	<p>Bassendean could easily rival Guildford's James St, Maylands' 8th Avenue and the Swan Valley by combining good rail access with river front activity</p>
<p>Community/cultural events/initiatives (8)</p>	<ul style="list-style-type: none"> • Desire for a museum • Desire for an art gallery • Bring back tree-trunk art (bi-annually?) • River swim race • Nurturing of community events. These may not be large affairs or events run by the Council. They bring people together. The Council's role may primarily be making information known to the community • Access to quality services. As the population ages, access to local doctors and other providers becomes increasingly important. Creating an environment that shows the Town as "the place to enjoy" will of itself attract professional service providers into the area • Celebrating the history of the area – giving people a sense of place • Good Anzac ceremony
<p>Expedite/align strategies and policies (7)</p>	<ul style="list-style-type: none"> • Concern about delay in modification of Local Planning Strategy – desire for this to progress rapidly (2) • Request for alignment with State Planning Policies like SPP 4.2 Activity Centres (2) • Request to consider 2019 Infrastructure Australia Audit • Concern about age of Town Business Plan • Request to clarify the plot ratio in the shopping centre precinct south of Old Perth Rd
<p>Pedestrian/cycling accessibility (5)</p>	<ul style="list-style-type: none"> • Desire for a pedestrian/bike path that crosses the Swan River at Success Hill Reserve • Desire for well-lit and wide pathways (dual use pedestrians & bikes) • Desire for historical tracks, trees and wildlife ecology links (example: how birds might move through the area) • Overcome access barriers like the Swan River, at-grade rail crossing and the train reserve • It may be worth considering developing pedestrian boulevards from Bassendean Station to Point Reserve (via Old Perth Rd) and from Ashfield Station to Ashfield Flats (via Colstoun Rd & Royer Ct) to link the arterial transport (rail) with the river. It is envisaged such boulevards would leverage off the commercial-retail areas around the stations and compliment them with riverside cafes like the Woodbridge Tearoom in Woodbridge
<p>Traffic management (4)</p>	<ul style="list-style-type: none"> • Guildford Road speed; our only access in and out of suburb. Speed needs to go back to 70kms. It is a main access road • Road verges; they are for pedestrian protection. Not the place for veggie gardens, pickets and spikes. Way too dangerous if a pedestrian is trying to avoid an oncoming car. They are there as a safety buffer • Old Perth Rd south and east of the Oval: This was four lanes of Guildford Rd up until 1970 when Guildford Rd was realigned parallel to the railway line. Convert this to two lanes (with central median strip with trees) and utilise the oval side lane/s as angled or right angle parking. Relocate the oval fence up the embankment and include a path between the existing mature trees as part of a pedestrian link to the river at Point Reserve. Reconfigure the new roadworks as a tee junction at the end of Surrey St freeing up a large section of land for a future community use as say a centre for family day care, child care, infant health, etc. • No way to cross train line
<p>Protection of trees and green spaces (4)</p>	<ul style="list-style-type: none"> • Hands off our green spaces. Historical land gift of the tennis club, bowling club and oval. Locals are adamant they be left as is. Bassendean is known for our trees and parks • Good transport corridors, so commuters are not dissuaded from going to another part of the Town due to traffic jams or the like • Shaded streets (greater use of trees, but in a way that minimises the risk of property damage. This would involve the sinking of the power lines • Rookeries in Bassendean for pink and grey galahs and the black parrots need urgent protection
<p>Innovative, quality/design-led building guidelines (4)</p>	<ul style="list-style-type: none"> • Need for modular/flexible sustainable housing design • While quality is subjective and may be harder to measure, I argue it is a crucial component we should try and incorporate into our vision AND include in the expectations of those who approve developments. I also suggest that streetscaping is part of quality, i.e. trees, verge treatments, street art, fencing and parking – all of which

	<p>are rare in the Avenues (which I understand was identified in the surveys as what not to aspire to?)</p> <ul style="list-style-type: none"> • Talking quality, I don't believe our current building approval and town planning process promotes or measures quality? To illustrate the point, the R codes are akin to "evaluating" clothing against criteria such as does it preserve modesty, does it keep one warm / cool and does it protect one against the elements or hazards – resulting in a "fashion" of cost effective and compliant boiler-suits – hence the spread of ugly but compliant developments in the Avenues • The ToB may consider adopting some ideas/concepts from the Hamilton Hill "Inspired Infill" project and the Fremantle Nightingale project
Community services and support (4)	<ul style="list-style-type: none"> • Need for services for ageing community members given ageing population (including Men's Shed initiatives) • Desire for service nodes like the locations of shopping, banks, post offices, playgrounds, infant health care and EV charging locations (particularly when near destinations) • Homeless policy; council refused to assist for weeks. Churches did nothing. Shopping centre refused to assist. One sergeant from Midland police drove around Basso and found person and gave real assistance. Homeless numbers will increase if they know we do nothing
Higher density development (3)	<ul style="list-style-type: none"> • Desire for housing density resolution • Request for up-zoning of 26 – 34 Mados St, Ashfield • Pushing the building envelope up rather than out – to create space for open green space. This concept is further enhanced if incentives are provided for developers to consolidate blocks to create a single development with an improved overall ambience. Incentives may be increased building density for larger blocks, e.g. increasing the maximum height to four stories from two
Heritage places (3)	<ul style="list-style-type: none"> • Ensure proper maintenance of heritage buildings • 1 Surrey St (Pensioner Guard cottage site): These days heritage is reduced to street appeal. I accept that the Infant Health Centre will occupy the new rear building. This is a heritage site of high state and local significance. Just considering the historical accuracy and interpretation potential of the front of this site - the following needs to be addressed and corrected on the current plans. This is to justify expenditure of the Lotterywest funding allocation and address State Heritage requirements. In 1844 strict front fencing requirements were stipulated. These could be defined post and rail or split picket fencing. I can provide the period regulations. The Pensioner Guard cottage had split picket fencing based on the photographic evidence. It would be acceptable to use sawn picket fencing in front of the 1893 residence. This seems to be a sop for ease of maintenance by council staff and to keep the cottage visible. Fine for a gingerbread house for snow white and the seven dwarfs but wrong for historical interpretation and school education programs. Historical Society members would welcome the opportunity to contribute to a seasonal community vegetable garden utilising heritage seed varieties. The replacement of the front door and window (as multi paned) is welcomed but this should also include the window on the west face. State Heritage require the extension of the original gable ends when the shingle roof is replaced. This is not included in the SIA plan. The 1893 residence verandah: The SIA roof plan is correct but the verandah design is wrong. Front gardens: These were productive food gardens with a move to the inclusion of flowering fruit trees in the 1890s. A recent lecture to the BHS on Western Australian colonial gardens by John Viska, president of the Australian Garden History Society, was filmed and is available as a reference tool. The proposed garden design presented on the Towns Have Your Say site is very poor and incorrect. The dominant planting is a vine native to Japan and Korea that has no edible fruit, on one metre high trellis's, along with dwarf fruit trees • Oval Memorial Gates: Behind these is a large unused flat area that was previously part of a creek bed running from the former BIC swamp via the now two blocks of units between Old Perth Rd and Devon Rd and into the Bindaring wetland. Now filled this area is very boggy in winter and becomes an expression of groundwater that spills over the kerb onto Old Perth Rd. This area could be comfortably sculpted into an attractive landscaped compensating/swale with a timber boardwalk to the oval embankment. I live on clay and have a landscaped swale in my backyard that takes my roof water and attracts ducks in winter. Think Queens Gardens in East Perth. Funding for the new building to come from the later sale of the Wind in the Willows site.
Management of nuisance impacts (3)	<ul style="list-style-type: none"> • Noise complaint process; needs improvement and after-hours phone number

	<ul style="list-style-type: none"> • Signage rules; we need to protect our quiet way of life. No neon signs. All signs in English. Business signs on homes banned outright • Bins on North Rd needed for dog poo
Concerns about engagement process (2)	<ul style="list-style-type: none"> • Concern that flat models do not reflect topography of the Town of Bassendean • Concern about BassenDream Design Workshops – feels that models limit feedback that can be provided
Schools (2)	<ul style="list-style-type: none"> • Cyril Jackson School needs to be returned to a normal high school. We have the population to warrant this. Neighbouring high schools are rough and overcrowded • Nurturing and encouraging “good” schools. There is no doubt that one thing that makes an area stand out is a good public or private school. Bassendean has been very fortunate in that regard and that is something that should be celebrated
Public transport (2)	<ul style="list-style-type: none"> • Extra community circle bus around Bassendean as a whole would be great for kids doing sport and old people to reduce pollution • Desire for a bus service linking Bassendean with Jubilee Reserve and Mary Crescent Reserve with Bassendean and Success Hill Stations
Alcohol impacts (2)	<ul style="list-style-type: none"> • Bus stop outside pub is not desirable for our children to use. Please move it • Drugs and alcohol services; alcoholism is rampant in Bassendean, need more real services and community info sessions, families are suffering badly
Impacts of herbicide/pesticide (2)	<ul style="list-style-type: none"> • Glyphosate spraying causes cancer • Xylofop(?) kills marine life; stop spraying in the swamp, frogs, guppies and turtles have fricking disappeared!!
Other (6)	<ul style="list-style-type: none"> • Tidy up backyards of businesses that back onto Wilson St carpark • Provide sun blinds for coffee shops and deli on St Vincent side of the street • Unhappy about name change of cricket club • There is a potential self-reinforcing cycle in the character of a community and the people it attracts – which can either spiral upwards like a rising tide and lift all boats or vice versa. It is argued many of the “developments” in the Avenues is retrogressive in replacing green backyards with brick, tile and concrete – which in turn is likely to deter the demographics looking for a more wholesome environment • Parking issues throughout town • Crime throughout town

6. APPENDIX 2: COMMUNICATIONS MATERIALS

6.1 FAQ Brochure





INTRODUCTION

The Town of Bassendean (the Town), supported by consultants Creating Communities and Collaborative Place Design, is excited to be working alongside the community on *BassenDream Our Future*. This is a community engagement project through which a vision will be developed for Ashfield, Bassendean and Eden Hill - a vision that reflects the history of each place and can preserve their character and spirit.

We want you to continue sharing your ideas to help us understand what you value about your Town and your neighbourhoods and how these could be made even better in coming years. This is an opportunity for you to shape the future of your community.

All feedback gathered and learnings from the visioning process will inform a number of local initiatives, primarily the development of a new Local Planning Strategy (LPS).

This booklet provides information and responds to questions you may have about *BassenDream Our Future* or the development of the Town's new LPS.

The objectives of BassenDream Our Future are to:

- Get as many Town residents involved as possible
- Engage a range of demographic and interest groups and reflect the diverse views of the community
- Inform and educate the community about strategic planning and visioning
- Continue to build a mutually respectful relationship between the Town and the community
- Develop an agreed future vision for Ashfield, Bassendean and Eden Hill that reflects the character and spirit of these suburbs
- Inform the development of a new Local Planning Strategy (LPS), which is one key way the future vision will be reflected and implemented
- Providing a mechanism to better inform the alignment of the Bassendean Town Council's strategies and policies to reflect the vision

The Town of Bassendean nestles within a curve of the Swan River, a cultural hub just 15 minutes from Perth, renowned for its tranquillity and connection to nature. This connection has influenced the progressive 'outside-the-box' thinking that epitomises the Town. Ashfield, Bassendean and Eden Hill make up a diverse community with a rich and proud history, stretching back 30,000 years, with these areas holding special cultural significance to Noongar people. The community of the Town of Bassendean have a connection to the past that will be emphasised as the community looks to new opportunities for the future.

What is BassenDream Our Future?

BassenDream Our Future is the name of the Town's new community engagement project, being implemented from April 2019 until approximately September 2019.

The implementation of BassenDream Our Future is being managed by consultants Creating Communities with support from Collaborative Place Design. This project will comprise multiple community engagement initiatives where local residents and stakeholders will be able to share their ideas and have input into the development of a new vision that reflects the character and spirit of Ashfield, Bassendean, Eden Hill, through a new LPS.



BASSEN *Dream*
OUR *Future*

A vision
for Ashfield,
Bassendean &
Eden Hill



FREQUENTLY ASKED QUESTIONS

Why is the LPS being updated?

Perth is growing, and by 2050 the Western Australian State Government predicts that an additional 800,000 homes will be needed to accommodate for the rising population.

In order to minimise urban sprawl and the negative environmental, economic and social impacts that come with it, roughly 47% of these additional homes will be built in existing suburbs.

The State Government has allocated the Town of Bassendean a target of an additional 4,150 homes by 2050, meaning the current (2015) LPS needs to be reworked.

But preparing for additional homes is not the only purpose of a LPS. It is essential that the Town's new Strategy remains relevant and in line with the community's vision for the future of Ashfield, Bassendean and Eden Hill.

Through BassenDream Our Future, the planning needs of the Town will be carefully considered alongside the community needs for the future.

What is a Local Planning Strategy?

A Local Planning Strategy (LPS) is the key document that sets out a local government's objectives for the long-term planning and development of its area. It is strategic in nature (but not legally binding). Development of the Strategy will consider social, environmental, resource management and economic factors that affect, and are affected by, land use and development.

It is important to note that the Strategy also provides a framework for making and implementing more detailed plans for the communities and places in which you live, work and recreate. It also enables consistent decision-making when dealing with land use and development proposals that affect your communities and places.

How will I be able to get involved and share my ideas?



There are many opportunities for you to share your ideas, but the best place to start is to pop in to the BassenDream Our Future Ideas Hub at the Old Post Office, 31 Old Perth Road, Bassendean. Representatives from the Town will be in attendance between 9am and 5pm on all weekdays from mid-April until September, between 10am and 2pm on Saturdays and on select Sundays during the Old Perth Rd Markets. 3D interactive models developed by Dr Anthony Duckworth-Smith of Collaborative Place Design are available to allow you to share your ideas in an interactive way.

Check Your Say Bassendean www.yoursay.bassendean.wa.gov.au/BassenDream-Our-Future for updates on other opportunities to be involved and to respond to quick polls.

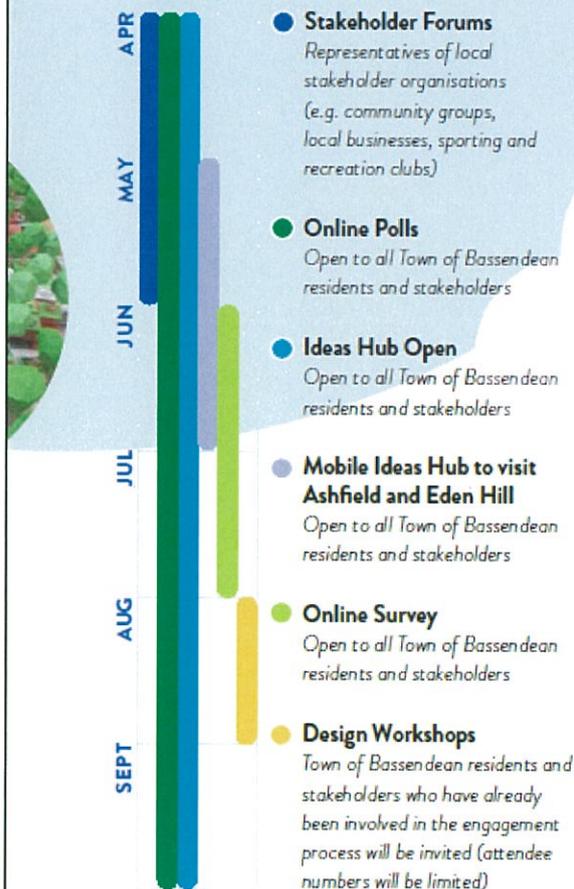
Co-Design & Models by
Dr Anthony Duckworth-Smith

An online community survey will soon be available.

To register your interest in receiving project updates and attending one of the Design Workshops in August (please note - attendee numbers will be limited), please visit www.yoursay.bassendean.wa.gov.au/bassendream-our-future and register your email.

What is the community engagement timeline?

Small changes to the timeframe may occur as the project progresses. All timeframes are approximate.



I have previously been engaged to inform the LPS, the Strategic Community Plan 2017 – 2027 (SCP) or another recent project. How is my previous feedback being used?

The project team has reviewed the community engagement feedback from previous projects and will cross-check and confirm that this feedback is still relevant through the BassenDream Our Future process.

We understand that future visioning was part of the engagement process for the SCP. We have heard the feedback that you previously provided, but want to probe further into questions that relate more closely to strategic land use planning. The project team does not intend to duplicate the questions that were asked during the previous engagement initiatives but instead build on the insights you contributed.

Furthermore, the Town acknowledges that engagement hasn't always been as effective and wide-reaching as it could have been in the past. The BassenDream Our Future process is designed to engage a broader cross-section of the community than former engagement processes, involving people who may not have had a say previously. We want everyone in the community to have a chance to put their ideas forward and have ensured that multiple, inclusive options for input exist throughout BassenDream Our Future.

Will any development occur as a result of this process?

Neither the BassenDream Our Future project nor the development of a new LPS will directly result in any development. However, the LPS will identify areas where potential future development (or redevelopment) may be desired and we will seek feedback on opportunities related to this.

In essence, the new LPS will provide a catalyst for more detailed planning and development to occur but within the context of an agreed community vision and set of objectives.

BASSENM Dream OUR Future

A vision
for Ashfield,
Bassendean &
Eden Hill

MORE INFORMATION



Visit the Ideas Hub

9am – 5pm Monday to Friday

10am – 2pm Saturday

9am – 1.30pm Sunday 30 June, 28 July, 25 August
(during Old Perth Rd Markets)

The Old Post Office,
31 Old Perth Road, Bassendean.



Online engagement opportunities can be found on Your Say Bassendean

www.yoursay.bassendean.wa.gov.au/BassenDream-Our-Future



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**Creating
Communities**

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6.2 Flyers

6.2.1 Flyer 1

BASSEN Dream OUR Future

A vision for Ashfield, Bassendean & Eden Hill

The Town of Bassendean, Creating Communities and Collaborative Place Design are excited to have launched **BassenDream Our Future**, a community engagement project to develop a vision for the future of Ashfield, Bassendean and Eden Hill.

This project is an opportunity for **you** to share your thoughts and ideas as to how to shape the future of your community.

There will be many opportunities for you to share your ideas, but the best place to start is to pop in to the BassenDream Our Future Ideas Hub and have a chat with representatives from the Town and Creating Communities.

Drop into the Ideas Hub:
9am - 5pm, Monday to Friday
The Old Post Office,
31 Old Perth Road, Bassendean.

For more information or to sign-up for future engagement opportunities visit:
www.yoursay.bassendean.wa.gov.au/BassenDream-Our-Future

TOWN OF BASSENDEAN
Made by the Stars

Collaborative Place Design

Creating Communities

6.2.2 Flyer 2

BASSEN Dream OUR Future
A vision for Ashfield, Bassendean & Eden Hill

Tell us your BassenDreams...

Whether through online polls, visits to the Ideas Hub, playing with the interactive models or just having a chat, all of your ideas and thoughts are valued, and now you have another way to have your say!

Head to www.yoursay.bassendean.wa.gov.au/BassenDream-Our-Future and follow the link to respond to our 10 minute survey. Currently open until Friday, 26 July 2019.

Need more project information?

Visit www.yoursay.bassendean.wa.gov.au/BassenDream-Our-Future

Visit the IDEAS HUB
The Old Post Office, 31 Old Perth Road, Bassendean
Monday to Friday, 9am - 5pm
Saturday, 10am - 2pm
Sunday 30 June, 28 July, 25 August
9am - 1.30pm (During Old Perth Rd Markets)

Contact Breyon Gibbs on 9284 0910
breyon@creatingcommunities.com.au

Co-Design & Models by Dr Anthony Duckworth-Smith

BASSENDEAN
PLANNED BY THE STATE

Collaborative Place Design

Creating Communities

6.3 Newspaper Ad



New ways to share your ideas for the future of the Ashfield, Bassendean and Eden Hill

A vision for Ashfield, Bassendean & Eden Hill

BASSEN Dream OUR Future

Drop-in Sessions in your suburb (“Mobile Ideas Hub”)

Speak to the project team, tell us your ideas and get involved with the interactive 3D models when they visit:

- **Ashfield Sports Club:**
11am – 4pm, Saturday 1 June
- **Hawaiian Shopping Centre:**
9am – 2pm, Saturday 8 June
- **Mary Crescent Reserve, Eden Hill:**
10am – 2pm, Sunday 16 June

What’s New at the Ideas Hub?

Two interactive 3D models are now available at the Ideas Hub at 31 Old Perth Road, Bassendean*

ADDITIONAL OPENING TIMES

The Ideas Hub will now be open at the following dates and times (in addition to 9am – 5pm Monday to Friday):

- Every Saturday, 10am – 2pm*
- Sunday 26 May, 30 June, 28 July, 25 August, 9am – 1.30pm (during Old Perth Rd Markets)

For more information visit the Ideas Hub or www.yoursay.bassendean.wa.gov.au/BassenDream-Our-Future or contact Breyon Gibbs on 9284 0910 or breyon@creatingcommunities.com.au

 **TOWN OF BASSENDEAN**
Home by the Fwoos

 Collaborative Place Design

Creating Communities

Co-Design & Models by Dr Anthony Duckworth-Smith
**Models will not be available at Old Perth Rd when Mobile Hubs are being conducted*