

ATTACHMENTS

BRIEFING SESSION

20 MARCH 2018

Attachment No. 1:

85 Old Perth Road, Bassendean
Site, floor and elevation plans

Attachment No. 2:

301 Collier Road, Bassendean

- Site, Floor and Elevation Plans
- Parking allocation plan
- Business details, applicant use confirmation letter, proposed class timetable
- Parking Audit
- Schedule of submissions
- Letter of support from landowner, owner Snapes Removals and current student.

Attachment No. 3:

Lot 125 (Unit 3 No. 335) Collier Road, Bassendean

- JDAP Notice of Determination
- Form 1 Responsible Authority Report
- Proposed plan of development

Attachment No. 4:

2 -8 Clune Street, Bassendean

- SAT Approval
- Proposed plans of development

Attachment No. 5:

Line marking drawing for North Road on-street parking.

Attachment No. 6

- Public Transport Authority letter of 13 March 2018
- Broadway PSP Map of area showing current structure

Attachment No. 7

- FLYT Consultation Report – Whitfield Street
- Community Responses – “Your Say Bassendean”

Attachment No. 8:

2017/18 Revised Financial Statements for the P/E 30 June 2018, including the revised budget amounts.

Attachment No. 9

Request for Sponsorship - Letter from Applicant

Attachment No. 10

Copy of the Town of Vincent Advisory Group Policy 4.2.12

Attachment No. 11

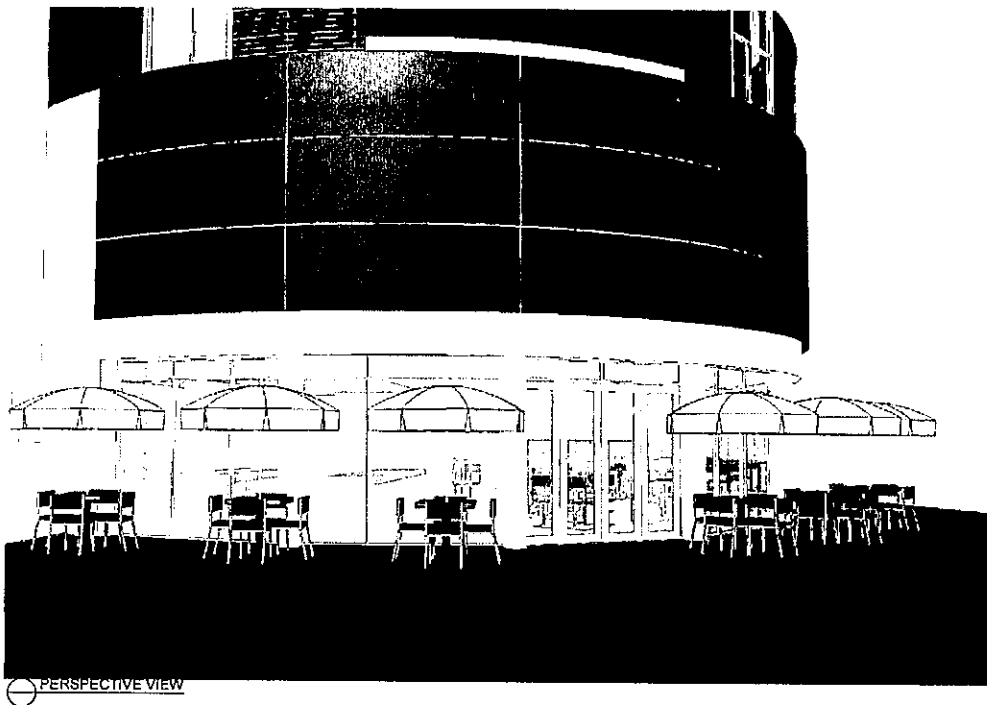
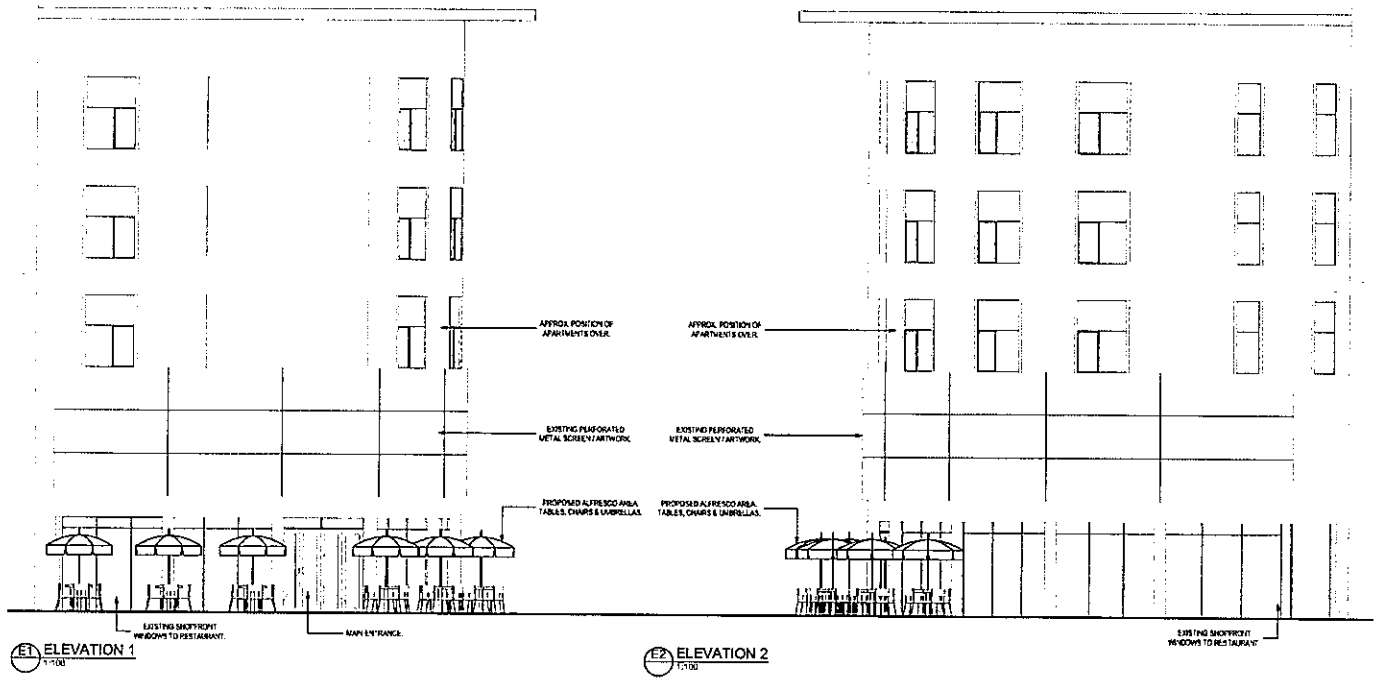
Draft Policy 6.7 - Electronic Recording and Livestreaming of Council Meetings

Attachment No. 12:

- Minutes of the River Parks Committee held on 6 February 2018.
- Friends of Bindaring Park Bassendean, response to Town of Bassendean on the Bindaring Wetland Concept Plan.
- Department Of Biodiversity, Conservation & Attractions; Rivers & estuaries Division, Bindaring wetland Concept Design Review.
- Co Terra Bindaring Wetland Concept – Sheet 1: Rev C, Sheet 2: Rev C and Sheet 3: Rev C.
- Co Terra Bindaring Wetland Concept Plan Development Report Revision 1.

Confidential Attachments

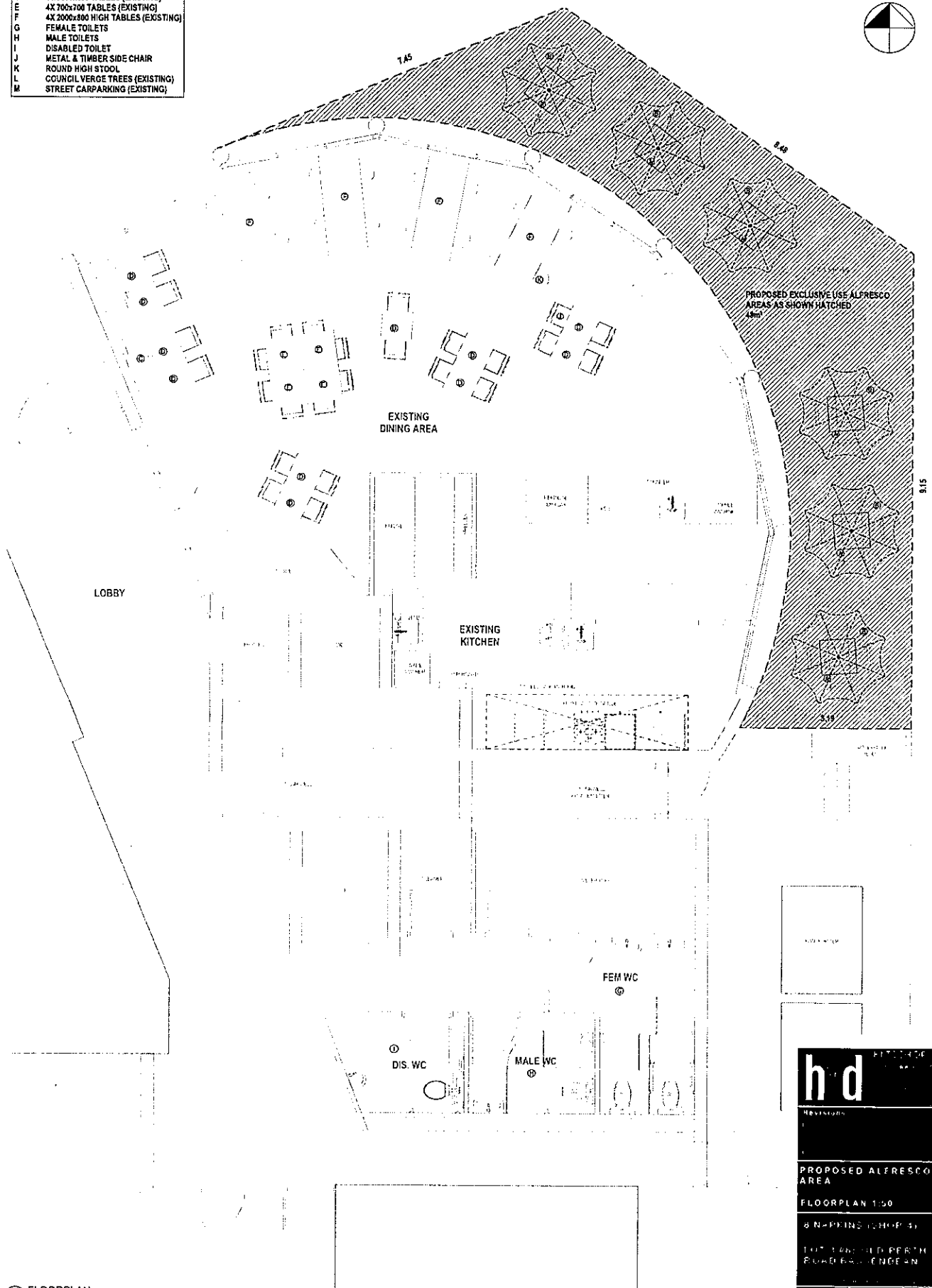
ATTACHMENT NO. 1



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10000000			
PROPOSED ALFRESCO AREA			
ELEVATIONS			
8 DRAWINGS (3010) 41			
LOT 3 BASSINDEE PFTTH ROAD BASSENDEAN			
10908		A03	

TOWN OF BASSENDEAN
23 FEB 2018
RECEIVED

- A 6X 700x700 TABLES TO PROPOSED ALFRESCO AREA.
- B 6X APPROVED UMBRELLA WITH SECURE FASTENING.
- C LEATHER BOOTH (EXISTING)
- D 11X 600x800 TABLES (EXISTING)
- E 4X 700x700 TABLES (EXISTING)
- F 4X 2000x800 HIGH TABLES (EXISTING)
- G FEMALE TOILETS
- H MALE TOILETS
- I DISABLED TOILET
- J METAL & TIMBER SIDE CHAIR
- K ROUND HIGH STOOL
- L COUNCIL VERGE TREES (EXISTING)
- M STREET CARPARKING (EXISTING)



FLOORPLAN
1:500

TOWN OF BASSENDEAN
23 FEB 2018
RECEIVED

h d
HITCHCOCK STREET
PERTH

PROPOSED ALFRESCO AREA

FLOORPLAN 1:500

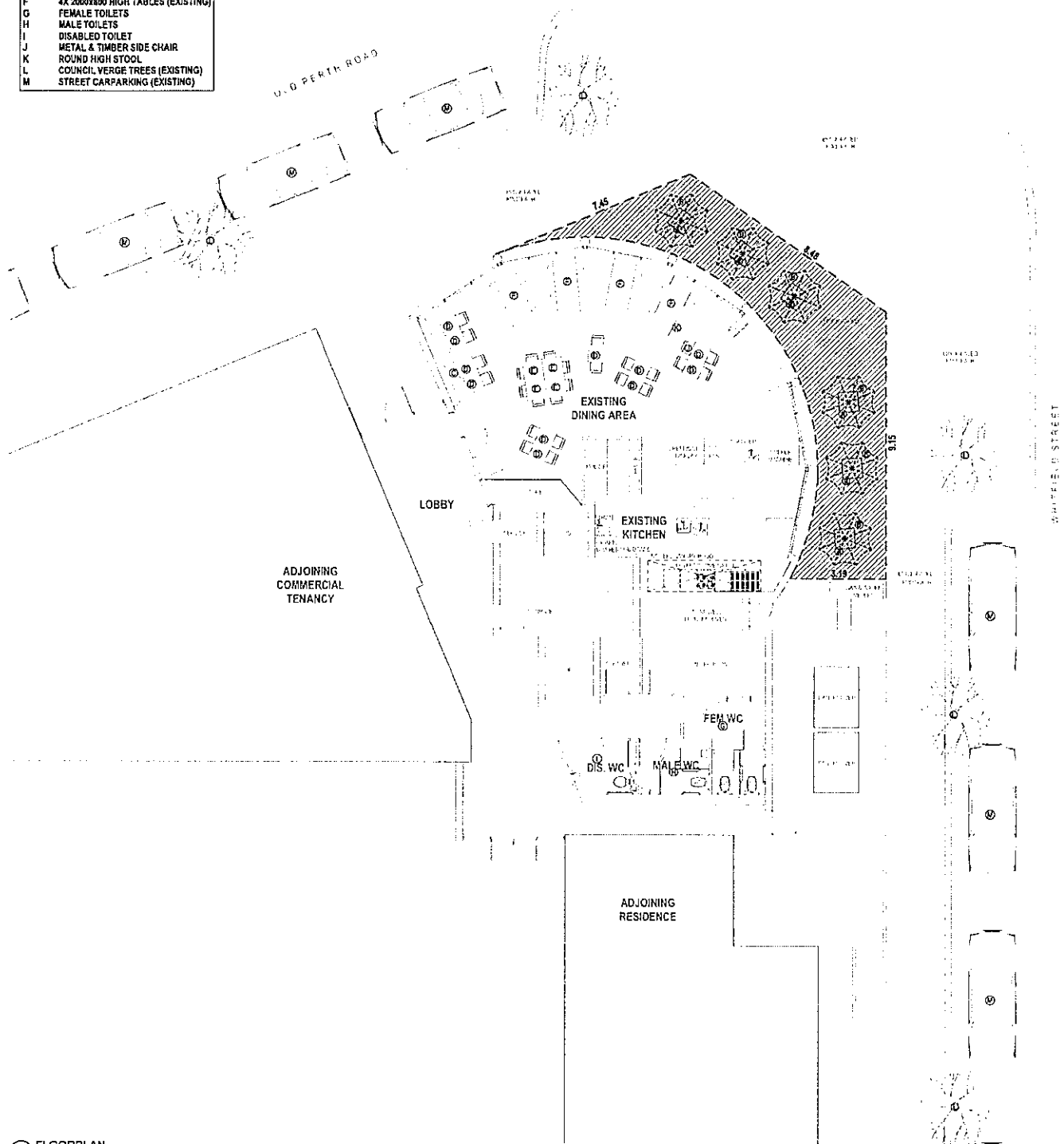
8 HITCHCOCK STREET

TOWN OF BASSENDEAN

10908
A02

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- A 6X 700x700 TABLES TO PROPOSED ALFRESCO AREA.
- B 6X APPROVED UMBRELLA WITH SECURE FASTENING.
- C LEATHER BOOTH (EXISTING)
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- L COUNCIL VERGE TREES (EXISTING)
- M STREET CARPARKING (EXISTING)



FLOORPLAN
1:100

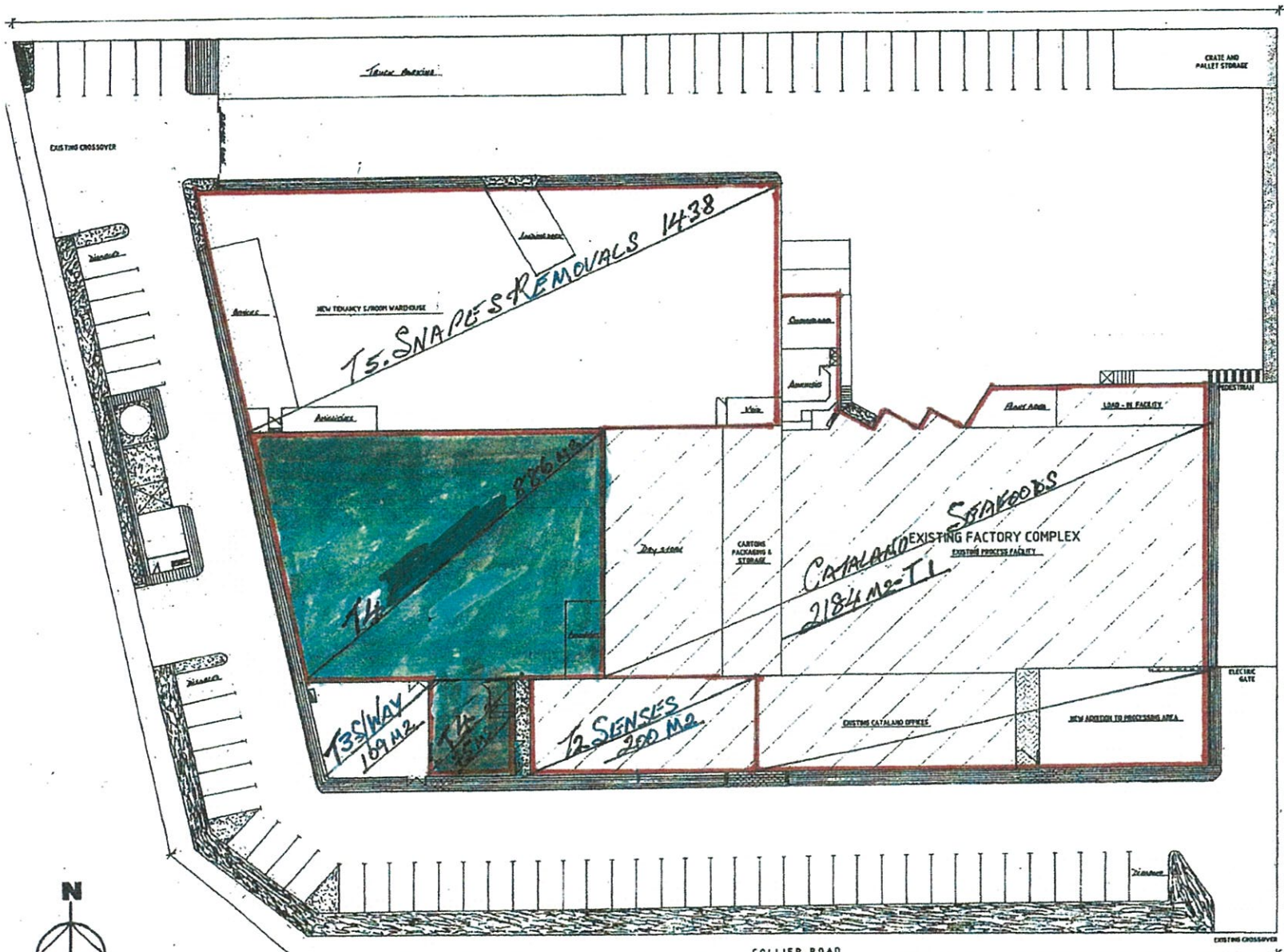


TOWN OF BASSENDEAN
23 FEB 2018
RECEIVED

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Revisions	
PROPOSED ALFRESCO AREA	
FLOORPLAN	
8 N-PEP-10-01-01	
LOT 1000, OLD PERTH ROAD, BASSENDEAN	
10908	A01

2/10/17/10908 BASSENDEAN, 85 OLD PERTH ROAD/908 SD 2017 12:21 PM

ATTACHMENT NO. 2



NOTES

- CONTRACTOR TO CHECK ALL DIMENSIONS ON ARCHITECTURAL DRAWINGS AND SITE BEFORE COMMENCING CONSTRUCTION. DIMENSIONS ARE INDICATIVE ONLY AND DO NOT PRESENT TO DISCLOSE ALL DETAILS REQUIRED FOR THE DETAILED COORDINATION BETWEEN EXISTING SERVICES AND THE AS BUILT STRUCTURE.
- FIRE HYDRANT SYSTEM SHALL BE DESIGNED AND INSTALLED TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA AND AUSTRALIAN STANDARD AS 2446.
- FIRE HOSE REEL SYSTEM SHALL BE DESIGNED AND INSTALLED TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA AND AUSTRALIAN STANDARD AS 2441.
- FIRE SERVICES TO BE FULLY COORDINATED WITH ALL OTHER SERVICES.
- FIRE SERVICES CONTRACTOR TO ALLOW FOR THE REQUIRED TRENCHING, BACKFILLING AND COMPACTING FOR THE INSTALLATION OF REQUIRED PIPING.
- FIRE SERVICES CONTRACTOR TO ALLOW FOR ALL REQUIRED PENETRATIONS AND FIRE RATING.
- ALL EXPOSED PIPEWORK SHALL BE HIGH GRADE GALVANIZED PIPEWORK COMPLYING WITH AUSTRALIAN STANDARDS AS 1974, AS 1975 AND AS 1976.
- FIRE SERVICES CONTRACTOR TO ALLOW FOR ALL PIPES ASSOCIATED WITH THE TESTING AND COMMISSIONING OF THE FIRE HYDRANT SYSTEM.
- FIRE SERVICES CONTRACTOR TO ALLOW TO PAINT ALL EXPOSED PIPEWORK "RED".
- FIRE SERVICES CONTRACTOR TO ALLOW FOR 12 MONTHS DEFECT LIABILITY PERIOD FROM PRACTICAL COMPLETION.
- FIRE SERVICES CONTRACTOR TO ALLOW FOR 12 MONTH MAINTENANCE PERIOD.
- PIPE SIZES ARE INDICATIVE ONLY.
- FIRE SERVICES CONTRACTOR TO ENSURE THAT FIRE HYDRANT LOCATION WILL PROVIDE FULL COVERAGE AS PER AUSTRALIAN STANDARDS AS 2446 REQUIREMENTS.

LEGEND

- EXTERNAL FIRE HYDRANT
- FIRE HOSE REEL
- PIPEWORK BELOW GROUND LEVEL
- PIPEWORK ABOVE GROUND LEVEL

DATE	BY	REVISION
10/10/00	1	ISSUED FOR TENDERS

MARU PROPRIETARY LIMITED
P.O. BOX 3162
BASSENDEAN W.A. 6942

TACHWELL FIRE PROTECTION CONSULTANCY
Tachwell Pty. Ltd.
Suite 1, 442 Albany Hwy
BASSINDEAN W.A. 6942
Tel: (08) 9472 1542
Fax: (08) 9472 1543
Mobile: 04 1788 1005
Email: tacho@tacho.com.au

Fire Protection Design
and Installation
Building Code Reviews
Fire Safety Reports
Fire Audits
Fire Systems Certification

PROPOSED WAREHOUSE EXTENSIONS
LOT 119 COLLIER ROAD
BASSENDEAN W.A. 6942

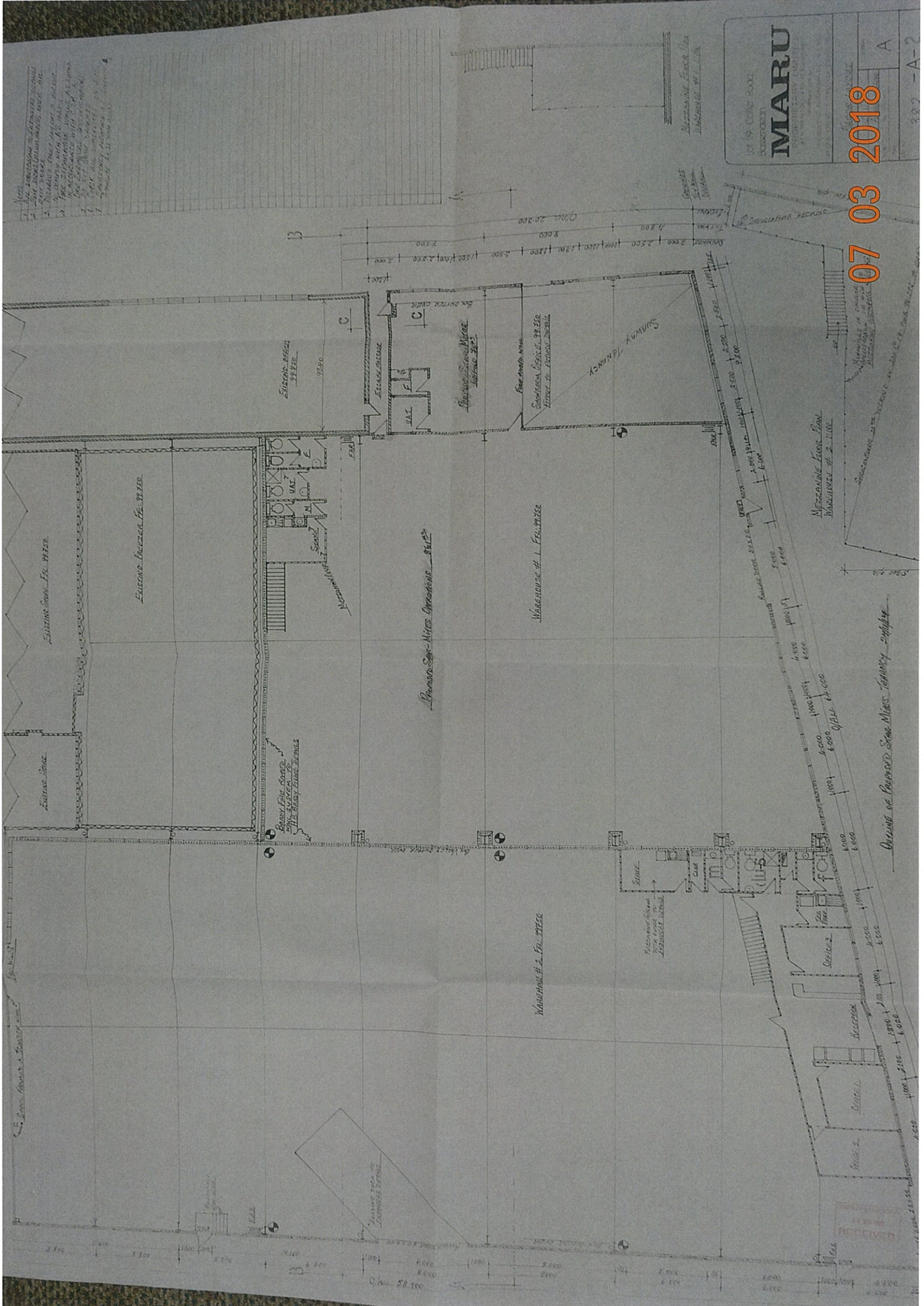
SITE PLAN
FIRE HYDRANT / HOSE REEL
LAYOUT

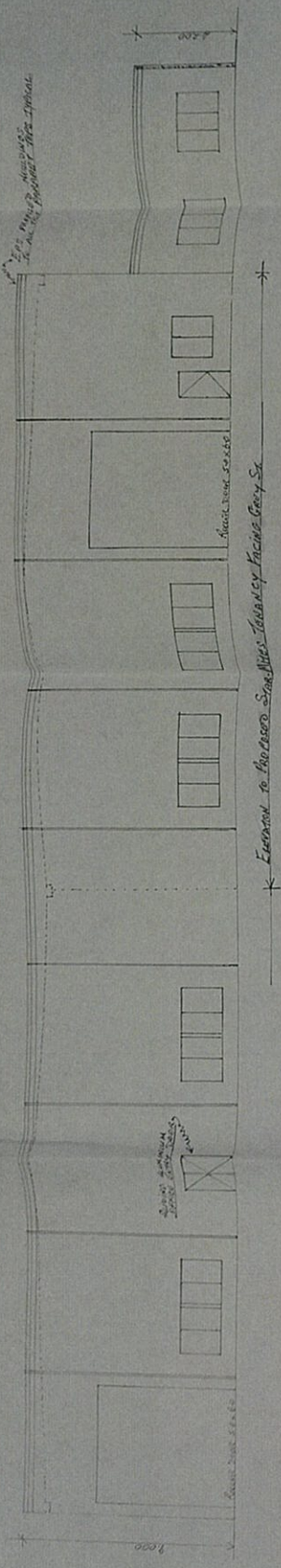
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10/10/00	1	ISSUED FOR TENDERS	0

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Drawing No: FS01
Drawing Date: 10/10/00
Drawing Title: SITE PLAN
Drawing Subtitle: FIRE HYDRANT / HOSE REEL LAYOUT

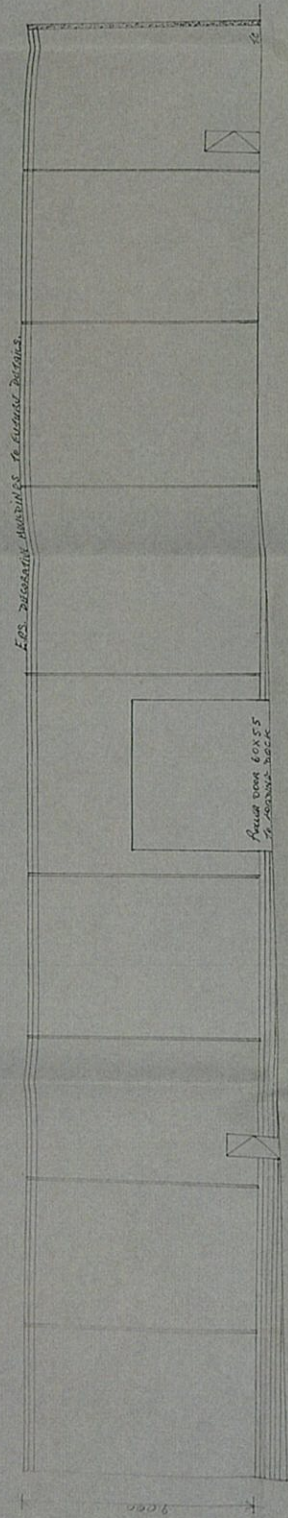
SITE PLAN
1200

07 03 2018

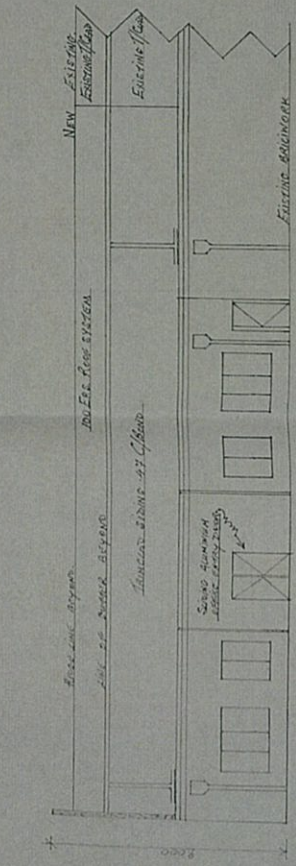




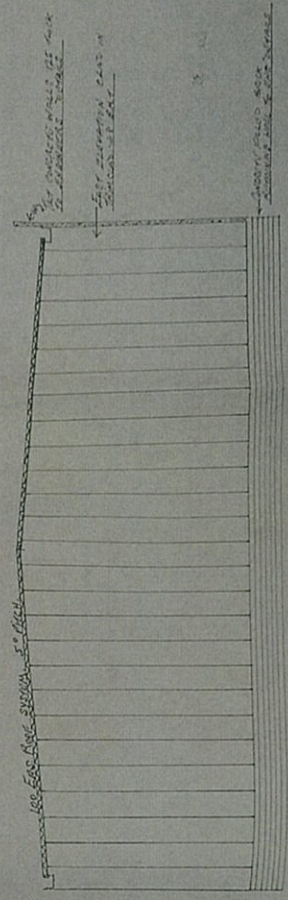
REAR ELEVATION TO GOLF COURSE



REAR ELEVATION TO GOLF COURSE



REAR ELEVATION TO GOLF COURSE



REAR ELEVATION TO GOLF COURSE

10119 GOLF ROAD
BROOKLYN
MARU
PROPERTY LIMITED
382 - A-3

07 03 2018

REAR SIDEWALK TUNNELING 24/1/18

RECEIVED



Our Ref: 18-056

15 February 2018

Town of Bassendean
PO Box 87
BASSENDEAN WA 6934

Attention: Cameron Hartley – Planning Officer

Dear Cameron,

**CHANGE-OF-USE DEVELOPMENT APPLICATION – TO CHILDRENS GYMNASIUM
TENANCY 4 - LOT 119 (No. 301) COLLIER ROAD, BASSENDEAN**

Further to our recent discussions and the Towns request for additional information/clarification in relation to the proposed change of use at Tenancy 4 – Lot 119 (No. 301) Collier Road, Bassendean (the subject site), we now provide the following information for the Towns consideration of the proposal.

Land use

We understand that the Town have identified the use as described above as a 'Health Centre/Gymnasium' under the provisions of the Town's Local Planning Scheme No. 10 (LPS 10) – at least for the purposes of calculating car parking for the proposal. We note however that there is actually no land use definition provided by LPS 10 for a 'Health Centre/Gymnasium'. We believe that this land use would typically be more akin to that of an adult gym (eg. Jetts Fitness or similar) rather than one which primarily services school aged children as its primary clientele.

Notwithstanding the above, we understand that pursuant to Clause 4.4.2 of LPS 10, the Town is capable of approving the proposal as a 'use not listed', if determined that the use is consistent with the objectives of the 'General Industry' zone.

The description of the proposed business activity/operations

The subject site is proposed to be used by 'Star-Mites Gym Sports / Star Mites Cheer and Dance', which is generally described as a *sporting club for children which includes the sports of gymnastics, cheerleading, dance and trampoline*. Star-Mites encourages the wider local community to be involved in sport and helps all children gain confidence in sport and personal fitness, all whilst having fun.

Star-Mites is a family run business who currently operate three other small facilities around Perth (in other local governments locations). This proposal will see a replication of that same successful children's gymnasium formula brought to Bassendean. For continuity purposes, Star-Mites proposes to use all the

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The Planning Group Australia Pty Ltd
ARN 36 597 273 222

exact same class times and structures as it current conducts elsewhere. The advantage of this site however is that there is a notable increase in floor area over the Morley branch (which is relatively smaller).

In addition to this, Star-Mites have been actively looking to introduce additional classes which expand upon and complement its current offerings. Accordingly, this application also seeks approval to introduce:

- 1) An 'Elite dance' class for up to 18 athletes between 2:30-4:30pm on Saturday. This class is proposed to be introduced late 2018.
- 2) A 'Mums and Bubs' class during the day on two weekday occasions (nominally provided to Tuesday and Thursday). These classes will be limited to a capacity of 10 (in line with the dedicated parking bays assigned to Star-Mites); and
- 3) A 'School / Physical Education' session which would see a bus load of children attend the site for a period of no more than 45 mins - 1 hour at a time. This class has been notionally indicated on Tuesday and Thursdays between the hours of 1:00-3:00pm.

Class capacity is generally capped at 15 students per session but does on occasion run up to 20 students in some cases, such as on the weekends when 'open' classes are operating.

Most regular class sessions are generally between 1hr-2hrs in length depending on the specific class being taken. However, 'open' class sessions operating on Sunday may extend to 3 hours or so, when students are free to come and go as they please.

Please note, that both additional work week classes are to be scheduled at different times, to ensure minimal conflict occurs with other existing business' already operating at the site. The 12 parking bays dedicated to Star-Mites are more than sufficient to service the land use during these periods.

Previously the subject tenancy was used by 'Brewcorp' as an industrial land use which occupied the warehouse space for several years as small-scale production facility for a boutique brewery. Tenancy 4 has however remained vacant and untenanted since Brewcorp relocated in late 2016. Star-Mites propose to utilise the warehouse space (886m²) to conduct their gym sports and dance classes.

Operation hours, frequency and duration of appointments

Star-mites are proposing to operate 7 days a week. To further assist in this regard, a detailed indicative class timetable is appended to this letter (Refer Appendix A).

During the working week (Monday - Friday) the primary operating hours are after school hours (ie. after 4pm), with the exception of the two additional classes proposed (ie. the Mums and Bubs and school physical education sessions).

The following table provides a summary of both the exiting operating hours and the proposed extension which includes the future classes Star-Mites would eventually like to incorporate (noted above):

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
4:15pm-8:30pm	Ex: 4:00pm-9:30pm	4:00pm-9:30pm	Ex: 4:00pm-9:00pm	4:15pm-8:00pm	Ex: 8:00am-12:00pm	8:00am - 8:00pm
	Prop: 10:00am-9:30pm		Prop: 10:00am-9:30pm		Prop: 8:00am-4:30pm	

Number of employees, expected customer numbers clients, staff and student numbers

Star-Mites have advised that 15 students per class, with up to 5 staff (with 3 classes running at any one time) is the maximum numbers they work towards, but that it rarely reached this point (meaning there are 50

people on site). Under the Appended timetable, this 'maximum capacity' situation occurs on two occasions during the week being Monday evenings between the 6:30-7:00pm and Thursday evening between 6:00-7:30pm. Accordingly, during this 'worst case' scenario there are no other land uses operating at the site other than the Subway fast food outlet at Tenancy 3 (which is open to 9pm), so Star-Mites will have an abundance of car parking available during these periods.

During the weekend periods, combined class number accommodate no more than 20 students/athletes at any one time with 2-3 staff.

Access to availability and number of onsite car parking bays provided for staff, customers or clients.

As indicated on site plan, Star-Mites has exclusive use rights to 12 parking bays at all times. Outside of normal operating hours of the other tenants on site however, Star-Mites have potential use of up to 55 bays adjacent to Collier Road and Grey Street frontages under a reciprocal parking arrangement. This however is reduced to 40 bays during the times when Catalano's is operating simultaneously on Saturday mornings.

As noted above, we understand that the Town to have used the 'Health Centre/Gymnasium' at a designated parking requirement rate of *1 per 20m² of gross floor area*, despite the use not being suitably defined by the LPS 10. We believe that this parking rate is more suited to an 'adult' gym where there is a genuine need to provide parking bays in line with its customer base. As an alternative we note that a 'Day Care/Child Minding Centre' with a parking rate of *1 per employee and 1 per 6 children* would perhaps better suited to the proposal. Notwithstanding we note that Town may approve a variation to the associated parking bay requirements in any instance.

Car Parking audit

We understand the Town has conducted their own parking audit on the parking situation on Saturday mornings, to gain a level of confirm that a reciprocal parking arrangement will function appropriately in conjunction with Catalano's during their trading period between 7:30 am-1pm. Star-Mites do not intend to interfere with the Catalano's ability to operate/conduct business, so we can appreciate the Town's thoroughness in this regard.

The landowner has also confirmed this requirement for themselves. The results being that even in a worst-case scenario there are at least 28 free parking bays available at all times. This aligns well with the proposed cap of 20 athletes/students attending at any one time. Accordingly, there is clearly more than enough capacity at the site to accommodate all of the parking needs of the site.

Conclusion

This additional information been prepared by TPG+Place Match on behalf of the land owner, seeking approval from Town of Bassendean to change the use of the subject tenancy to a 'Children's Gymnasium'.

We trust that the information provided herein will assist the Town in its assessment and provision of a positive recommendation to the Council for the change of use. Should you have any queries or require clarification on any of the matters presented herein please do not hesitate to contact the undersigned on (08) 9289 8300.

CHANGE OF USE – TENANCY 4 - LOT 119 (NO. 301) COLLIER ROAD, BASSENDEAN



Yours sincerely
TPG+PLACE MATCH

A handwritten signature in black ink, appearing to read 'Sam Jeleric'. The signature is written over a large, stylized, horizontal, wavy line that serves as a decorative underline.

Sam Jeleric
Senior Planner



March 12, 2018

Town of Bassendean
Attn: Cameron Hartley

Re: U4 / 301 Collier Rd, Bassendean – SM Cheer & Dance Customer Drop off & Pick up Policy.

Star-Mites Gym Sports / SM Cheer & Dance is a sporting club for children. Our main age of students is 3 years to 16 years. Our classes will be dance, cheerleading, trampoline and tumbling. Majority of our classes currently run after school hours, weekends and we are a kiss and drive club as we do not allow parents/guardians to stay and watch our lessons. All our classes are scheduled with rotating start and finish times so we do not have congestion within the carpark or in the centre. Our policy states that parents have a 15min window to pay fees or ask questions prior to class's commencement or after classes have finished.

Monday – Friday: Drop off 3.50pm – 4.10pm / Pick up after 6pm

Saturdays – 8.50 – 9.10am drop off

Sunday – 15min prior to start or 10mins at end of class

All training sessions are closed for viewing as stated in our agreement pack and signed off by parents / guardian upon joining our club.

Parking may be used by our senior/open team members but this is after 6pm weekdays, after 12pm Saturdays and from 9am Sundays.

We will run occasional come and watch sessions throughout the year and these mainly run on a Sunday to allow working family members to come and watch athlete progress. As we are competitive sport parents viewing is at local competitions held outside of our training venue.

As we are all about fitness and fun for children, we are a hugely community focused and support our local council by opening up an all-inclusive place for local children and teenagers.

Regards,

E.L Gardiner

Liz Gardiner
CEO
Star-Mites Gym Sports / SM Cheer & Dance

Postal Address – 10 Mercer Place, Noranda 6062 W.A.

E: info@starmites.com.au – Office Ph: 92765028

Affiliated with

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	
8.00am						TRAMP	OPEN GYM	8.00am
8.30am						9 Athletes	UP TO	8.30am
9.00am						8-12pm	15 Athletes	9.00am
9.30am							8yr younger	9.30am
10.00am		M&B (10)		M&B (10)			10 Athletes	10.00am
10.30am		10:00-11:00		10:00-11:00			Tiny Cheer (10)	10.30am
11.00am							10.30-11.30	11.00am
11.30am								11.30am
12.00pm								12.00pm
12.30pm								12.30pm
1.00pm		School Phys ed		School Phys ed				1.00pm
1.30pm		30 Students		30 Students				1.30pm
2.00pm								2.00pm
2.30pm						Elite Dance	Open lv4	2.30pm
3.00pm						2.30-4.30pm	2.30-5.00pm	3.00pm
3.30pm						18 Athletes	11 Athletes	3.30pm
4.00pm	YTH 1	JNR 1		TRAMP		Poss late 2018	14-20yrs	4.00pm
4.30pm	12 Athletes	3:50-6.00pm		3:50pm start		or 2019		4.30pm
5.00pm	3:50pm-5:45pm	12 Athletes	JNR 2	15 Athletes	SNR 3 (16)			5.00pm
5.30pm	SNR 3	14YRS & BELOW	TUMBLE CLASS		4.30-6.00PM	JNR 1		
6.00pm	5.30-8.30PM	TUMBLE CLASS	3:50 start		11-18yrs	4.30-6.00pm	12 Athletes	
6.30pm	YTH DANCE	10 Athletes	OPEN Lv2		SENIOR DANCE	5.45-8pm	Open lv5	5.30pm
7.00pm	8 Athletes	16 Athletes	5.30-7.30pm		6-9PM		5.00-8.10pm	6.00pm
7.30pm			8 Athletes		16 DANCERS	15 Athletes	20 Athletes	6.30pm
8.00pm		SENIOR DANCE	20YRS & DOWN			14-20yrs	14-25YRS	7.00pm
8.30pm		7-9PM	OPEN Lv5			5.45-8pm		7.30pm
9.00pm		16 DANCERS	7.30-9.30pm					8.00pm
9.30pm			20 Athletes					8.30pm
			14-25YRS					9.00pm
Open Hours	3:50-8:30	10:00-9:30	3:50-9:30	10:00 - 9:00	3:50-8:00	8:00-4:30	7:45 - 8:10	9:30pm

LEGEND	Class	Comments	Capacity
	Mini cheer	under 8s	10
	Tiny Cheer	4-5yrs	10
	TRAMP	Under 16yrs	15
	YTH 1	under 11s	12
	YTH Dance	under 12s	8
	SNR Dance	12-17yrs	16
	Elite Dance	14-20s	18
	SNR 3	11-18s	16
	JNR 1	under 14s	12
	JNR 2	under 14s	15

	Tumble	5yrs - 20s	10
	Open lv4	14-20s	11
	Open Lv5	14-25s	20
	Open	All ages	15
	M&B	under 2	10
	School	11-18s	30

* Possibility of running a mum & bub classes 10-11am on 2 weekdays. Max of 10 per class

** Possibility of running school classes between 1.00pm - 2.30pm



Parking Audit - 301 Collier Road Bassendean (January and February 2018)

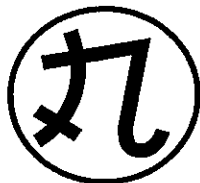
<u>Day</u>	<u>Date</u>	<u>Time</u>	<u>Bays Available</u>	<u>Bays occupied</u>
Monday	15/01/2018	4:11PM	44	11
		4:31PM	47	8
Tuesday	16/01/2018	4:15PM	43	12
		4:31PM	43	12
Wednesday	17/01/2018	4:14PM	41	14
		4:31PM	40	15
Thursday	18/01/2018	4:13PM	36	19
		4:30PM	37	18
Friday	19/01/2018	4:11PM	41	14
		4:31PM	45	10
Saturday	3/02/2018	8:00AM	36	19
		9:00AM	37	18
Saturday	10/02/2018	10:10AM	38	17
		12:30PM	49	6
		4:15PM	55	0
Saturday	17/02/2018	8:15AM	35	20
		11:10AM	42	13
		2:05PM	55	0

Notes that parking is based on front parking available, parking at rear of site behind security gates not included as bays available to applicant

Submission Number	Objection	Applicant Justification	Council Officer Response
1	<p>The number of parking bays available through a reciprocal agreement on the site will decrease should the application be approved, exacerbating the shortfall on the site from 22 car parking bays to 48 car parking spaces. This is an established car parking conflict on the site.</p>	<p>The use is to operate largely outside of the existing operating hours of the businesses on site. Any overlap will be accommodated in the allocated bays for the tenancy.</p>	<p>The operating hours proposed by the applicant seek to utilise these parking bays with minimal overlap and conflict with existing land uses. Classes proposed to be held on Tuesdays and Thursday will be restricted in number so that only the allocated parking on site will be occupied.</p> <p>A car parking audit under taken by the assessing officer for the week starting 15 January 2018 as well as individual audits undertaken on 3, 10 and 17 of February to gauge Saturday usage of car parking during times when the use is to occur, suggests there will be minimal conflict for car parking bays.</p> <p>The number of parking bays, on average, available to the proposed use would be approximately 40 based on the Monday to Friday operating hours. Whilst there is some overlap with businesses on Saturday, the Town does not consider this to significantly and detrimentally affect business activities of other uses on site during these times.</p>

			<p>Sunday operating hours will provide no conflict or competition for parking bays.</p> <p>As part of this approval, strict opening hour, maximum attendance and staff numbers conditions will be placed on the approval.</p>
2	Any Joint Use Parking contingent likelihood, should accommodate the operating hours of the seafood's factory complex site during principal hours from 5AM to 5PM 6 days a week, Saturday to Friday with 48-62 employees.	N/A	The perceived overlap of operating hours will be minimal and where this does occur on Saturday, the Town suggests that available bays along the western portion of the site will be able to be used by the use.
3	Should the Town rely on information obtained from the Land Owner / Lessor without a full LGA compliance audit of the aggregated rateable land gross rental revaluation under gross rental value – valuation policy 3.107 is exposed to major flaw miscalculation and prime error	N/A	This is not a planning related concern.

4	A joint use agreement should be sought whereby each built strata unit has common rateable land, a water corp direct supply water meter and creation of easements for car parking. The council should instruct Landgate Valuer-General to reconfigure both Gross Rental and Capital Land Valuations for 301 Collier Road Bassendean and redress the affected parties forthwith.	N/A	This is not a planning related concern. It is noted that a built strata is not applicable as all tenancies are held in single ownership.
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MARU
PROPRIETARY LIMITED
A.C.N. 008 843 043 A.B.N. 69 632 665 997

P.O. BOX 3152 BASSENDEAN DC, WA. 6942, AUSTRALIA. PH/FAX: (08) 9377 3346. EMAIL: admin@maru.com.au

1st March 2018

Our ref: 7739

The Manager
Planning Department
Town of Bassendean
35 Old Perth Road
BASSENDEAN WA 6054

RE: CHANGE OF USE APPLICATION – 4/301 COLLIER ROAD, BASSENDEAN

We write in support of Star-Mites application to the Town for change of use classification at 4/301 Collier Road, Bassendean.

Maru Pty Ltd as the property owners are keen to introduce the gymnastic, dance and cheerleading services provided by Star-Mites into the mix of tenancies already established at 301 Collier Road.

We trust the Town will look favourably on Star-Mites application and look forward to the vibrancy and happiness such an operation would bring to the Town.

Yours sincerely
Maru Pty Ltd

Brendan Curran
General Manager



Camley Holdings Pty Ltd
Trading As

SNAPES REMOVALS & STORAGE

ABN 27 009 472 842

Attention: Cameron Hartley
Planning Officer
Development Services
Town of Bassendean

Dear Mr Hartley

Re: Parking Bays

This morning I have spoken with the owner of the building, Brendan Curran and the potential tenant's for unit 4/301 Collier Road, Bassendean and understand that the amount of car parking bays required is pending their approval to lease the mentioned premises.

After our discussion and gaining the understanding of Star-Mites Gym Sports primary business and operating hours, I give approval for their staff and parents to have access and use of my allocated car bays at the front and side of the building, this being 11 bays plus 1 disabled bay. Furthermore I am also willing for them to use the side area behind the gate along the fence line. This will accommodate a further 26-30 car bays.

Snapes Removals and Storage primary operating hours are 7am to 3.00pm Monday to Friday. Weekend work is kept to a minimum, but in such cases only 1-2 workers would be on site.

As Star-Mites main operating hours are from 4pm Monday to Friday and weekends I believe. The above proposal for use of parking space in the complex would be an ideal solution that will accommodate both businesses.

Please contact me should you need to discuss further or if you would like to visit the site for further explanation of the above proposal.

Regards



JOHN GODFREY
Managing Director
23 January 2018

Town of Bassendean,

Good morning,

I am writing in support of the proposed move of SM Cheer & Dance.

My daughter Ashley is a 16 year old year 11 ATAR student at Hampton Senior High School. Since she has been at Hampton she has been a member of the Specialist Cheer Program and Gifted and Talented Dance Program.

Ashley started at SM Cheer & Dance at the beginning of 2015 on a cheer team and has thrived ever since. In 2016 she joined the SM Dance program along with cheer and has been afforded many opportunities and enjoyed great success. During 2016/17 she travelled to Queensland 3 times and Melbourne once to compete in National competitions.

This year her Open Pom Dance team has been selected to represent the country as Team Australia in the 2018 International Cheer Union Cheer & Dance World Championships.

Ashley is also employed as a junior coach at the Starmites gymnastics gym in Bayswater. Part of her employment includes the attainment of coaching accreditations.

Not only has Ashley been fortunate to experience these many opportunities but has been taught and reinforced the values of hard work and discipline. She has been led and mentored by very experienced and wonderful coaches who provide a positive and nurturing environment. I regularly recommend SM Cheer and Dance to others and have full trust children are being developed in a safe and positive environment.

As Ashley is currently undertaking 5 ATAR and a certificate qualification we are very keen to see the club remain in the local area to minimise travel time. Please feel free to contact me via mobile or email if you wish to discuss further.

Thank you for your time.

Kind regards,

Rachel Bell

rachelbell@iinet.net.au

ATTACHMENT NO. 3



Government of Western Australia
Development Assessment Panels

LG Ref: 2017-087
DAP Ref: DAP/17/01224
Enquiries: (08) 6551 9919

Mr Marc Re
Planning Solutions

Dear Mr Re

METRO CENTRAL JDAP - TOWN OF BASSENDEAN - DAP APPLICATION - 2017-087 – DETERMINATION

Property Location:	Lot 3 (Unit 3 335) Collier Road, Bassendean
Application Details:	Use and Development of a Convenience Store

Thank you for your Form 1 Development Assessment Panel (DAP) application and plans submitted to the Town of Bassendean on 23 May 2017 for the above-mentioned development.

This application was considered by the Metro Central JDAP at its meeting held on 21 August 2017, where in accordance with the provisions of the Town of Bassendean Local Planning Scheme No.10, it was resolved to **approve** the application as per the attached notice of determination.

Should the applicant not be satisfied by this decision, an application may be made to amend or cancel this planning approval in accordance with regulation 17 and 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

Please also be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. Such an application must be made within 28 days of the determination, in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any queries with respect to the conditions of approval, please contact Mr Dylan Stokes on behalf of the Town of Bassendean on 9377 8098.

Yours sincerely,

DAP Secretariat

23 August 2017

Encl. DAP Determination Notice
Approved plans

Cc: Mr Dylan Stokes
Town of Bassendean



wa.gov.au

Postal address: Locked Bag 2506 Perth WA Street address: 140 William Street Perth WA 6000
Tel: (08) 6551 9919 Fax: (08) 6551 9961 TTY: 6551 9007 Infoline: 1800 626 477
daps@planning.wa.gov.au www.dplh.wa.gov.au
ABN 68 565 723 484



Planning and Development Act 2005

Town of Bassendean Local Planning Scheme No.10

Metro Central Joint Development Assessment Panel

**Determination on Development Assessment Panel
Application for Planning Approval**

Property Location: Lot 3 (Unit 3 335) Collier Road, Bassendean
Application Details: Use and Development of a Convenience Store

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was granted on 21 August 2017, subject to the following:

Approve DAP Application reference DAP/17/01224 and accompanying plans:

Dwg No.	Drawing Name	Rev No.	Dwg Date
SK10	Site Plan – Car Bays	B	11 July 2017
SK08	Elevations	C	11 July 2017
T17.041.sk01b	Austroads 2013 – 19.0m Semitrailer	N/A	17 May 2017
T17.041.sk02b	Austroads 2013 – 8.8m Service Vehicle (Left turn into the site from Collier Road, accessing the fill point and right turn out onto Fairford Street)	N/A	17 May 2017
T17.041.sk03b	Austroads 2013 – 8.8m Service Vehicle (Exit the loading bay in forward gear and right turn out onto Fairford Street)	N/A	17 May 2017
T17.041.sk04b	Austroads 2013 – B99 Car (Entry from Fairford Street)	N/A	17 May 2017
T17.041.sk05b	Austroads 2013 – B99 Car (Exit to Fairford Street)	N/A	17 May 2017
Town of Bassendean Right Turn from Collier Road	Vehicle Manoeuvring Plan – 19m Semitrailer – Right hand turn (red) into the site from Collier Road	N/A	17 May 2017

In accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the Town of Bassendean Local Planning Scheme No. 10 subject to the following conditions as follows:

1. This approval is for the use of the building as a Convenience Store only. Any alternative use of the premises will require the submission of an application to the Town for a change of use.



2. Revised drawings shall be submitted in conjunction with the application for a building permit and such drawings shall demonstrate:
 - a. A reduced height to Price Board sign from 7m to a maximum height of 6m.
 - b. The bin area is to be masonry in construction and equipped with a hose cock. The floor must be graded to a floor waste and connected to sewer.
 - c. A replacement crossover to Fairford Street incorporating a 5m turning radius for both the crossover wings.
 - d. The median strip on Collier Road is to be modified to be flush for a length of 10m as shown on the approved turning template to allow fuel vehicles to turn right from Collier Road and adequately enter the site.
 - e. Details of a sign to be added inside the lot adjoining the Fairford Street crossover preventing fuel vehicles from entering the site from Fairford Street.
 - f. Increase the length of car bay 2 to 5.9m whilst maintaining a car bay length of 6.2m for bay 1 and 3.
3. The applicant is responsible for all costs and works associated with modifying the kerbed median strip within Fairford Street and to the modification of the median strip within Collier Road. The works are to be completed to the satisfaction of the Western Australian Planning Commission and the Town of Bassendean prior to the occupation of the Convenience Store.
4. A detailed and professionally prepared landscaping plan being submitted prior to or with the application for a Building Permit for the Town's approval which provides full detail of the scope of works to be undertaken in both the private and public realms adjoining the development site, including:
 - a. All the requirements listed under Local Planning Policy 18 including but not limited to: street frontages, contours, reticulation details, details of ground treatment and a plant legend showing:
 - i. quantity of plants,
 - ii. species name
 - iii. pot size of plants at the time of planting;
 - iv. height at full growth
 - b. Details of the location and type of proposed trees, shrubs, ground cover and lawn areas to be planted;
 - c. All plants to be of low water use;
 - d. Landscaping of the verge area adjacent to the development site, including the provision of 4 substantial street trees (2 x *Corymbia Ficifolia* to Collier Road and 2 x *Eucalyptus Todtiana* to Fairford Street) of a minimum 90L pot size in accordance with the Town's adopted Street Tree Master Plan;
 - e. Two additional shade trees located on site or in the verge with a minimum 90L pot size;
 - f. The total number of plants to be planted at a minimum rate of 4 per 1m²; and
 - g. Details of the proposed watering system to ensure the establishment of species and their survival during the hot, dry summer months.
5. Landscaping shall be installed and subsequently maintained in accordance with the approved landscaping plan.
6. No vehicle used for the delivery of fuel is permitted on site between 7:30am to 9:00am and 2.30pm to 5:00pm on weekdays.
7. No products, goods or materials are to be stored outside of the building, unless in a designated area approved by the Town for this purpose.
8. Fuel pumps are not permitted to the west side of the westernmost fuel bowser in accordance with the details shown on the approved drawings.
9. Separate approval being sought from the Town for any proposed fencing in Strata Lot 3.



10. All storm water being contained on site. Details of the method of storm water being submitted for approval in conjunction with the application for a Building Permit.
11. The car parking spaces and access ways to be designed and constructed in accordance with Local Planning Policy No. 8 and AS 2890.1 and being maintained thereafter to the Town's satisfaction.
12. All building works carried out under this planning approval are required to be contained within the boundaries of the subject lot.
13. Any proposed signage not clearly shown on the plans as signage is subject to a separate development application.
14. Prior to the issue of a building permit, a development bond for the sum of \$42,000 being lodged with the Town to ensure the satisfactory completion of all works associated with landscaping, car parking, access ways, screen walls, and other associated works.
15. The incorporation of public art into the proposed development or a cash-in-lieu payment of \$21,000 (one per cent of development cost) in accordance with the Town's adopted Local Planning Policy No. 15 'Percent for Art Policy'. Detailed arrangements and agreement with respect to art to be provided on-site with a bond being provided to the Town for the full cost of the art or alternatively payment of the required fee shall be made prior to or in conjunction with the application for a Building Permit.
16. The building hereby approved shall not be occupied until all of the conditions of development approval have been complied with to the satisfaction of the Town, unless the applicant has entered into an agreement with the Town to comply with those conditions within a specified period.

Advice Notes

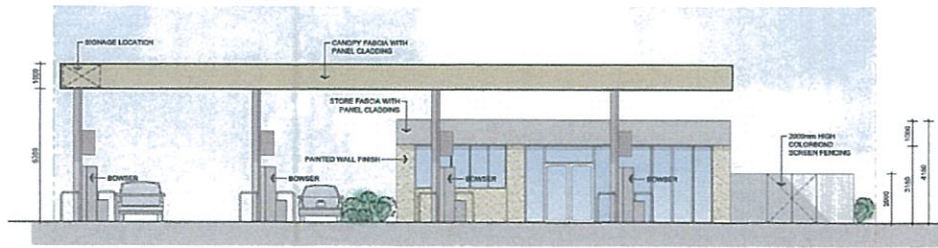
1. The issue of a Building Permit is required prior to the commencement of any on-site works.
2. Modifications or works done to the existing crossovers in the verge will require approval from the Town's Asset Services. The applicant is to notify the Town's Asset Services department and gain all necessary approvals prior to commencing construction in the verge.
3. Regarding the proposed modifications to the median strip to Collier Road, the applicant is to ensure that all necessary approvals as required have been provided by the Western Australian Planning Commission.
4. Any development on the site is required to comply with the relevant Sub-surface Management Plan as found in the Mandatory Auditors Report by the Australian Environmental Auditors released on 26 June 2014. The management plan should include a safe and compliant method of installing the underground fuel tanks.
5. Any development on the site is required to comply with the relevant Sub-surface Management Plan as found in the Mandatory Auditors Report by the Australian Environmental Auditors released on 26 June 2014.



6. In regards the modification of the median strip on Fairford Street, the applicant is advised that:
 - a. The length (L) of the splitter strip at the intersection of Fairford Street and Collier Road shall be minimum 10m in length as determined from Austroads - Guide to Road Design Part 4A (Oct, 2009) Section 6.2.2. Table 6.2.
 - b. All associated linemarking shall be approved by MRWA and cost shall be borne by the developer.
 - c. All construction works within the road reserve (central median strip) shall be at developers cost and to the Town of Bassendean specifications and satisfaction.
 - d. Asphalt shall be installed where the strip was, additional hatch linemarking (where the strip was) shall be installed.
7. The applicant is advised that they must submit an Application for Approval to Establish or Alter a Food Business, together with the required plans and prescribed fee to the Health Department at the Town of Bassendean. The plans must include details such as:
 - a. Finishes of all walls, floors and ceilings;
 - b. Position and type of fixtures and fittings; and
 - c. Location of sanitary conveniences, ventilating systems, grease trap and bin storage.
8. The applicant is advised to obtain approval from the Department of Mines and Petroleum for the storage of Chemicals/dangerous goods in accordance with the Dangerous Goods Safety Regulations 2007 and Dangerous Goods Safety Act 2004.
9. All fuels, oils and other liquids shall be appropriately stored within a bunded and covered area capable of trapping any discharges. The application is to comply with the requirements of the Environmental Protection (Unauthorised Discharges) Regulations 2004. The applicant shall give consideration to the proximity/location of on-site storm water drains and soak wells to areas where spillage of fuel may occur.
10. Any existing on-site effluent disposal system (septic tanks and leach drains/soak wells on the site shall be decommissioned in accordance with the Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulations 1974.

The applicant is advised that noise generated by activities on site shall not exceed the levels as set under the Environmental Protection (Noise) Regulations 1997. All development works are to be carried out in accordance with control of noise practices set out in Section 6 of AS 2436-1981 or the equivalent current Australian Standard. No works shall commence prior to 7am.

Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

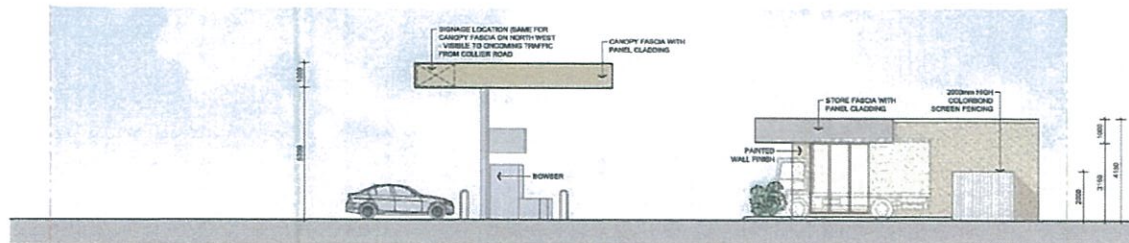


PROPOSED SOUTH EASTERN ELEVATION (COLLIER ROAD)
SCALE 1:100

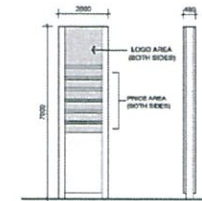
DEVELOPMENT ASSESSMENT PANEL

APPROVED

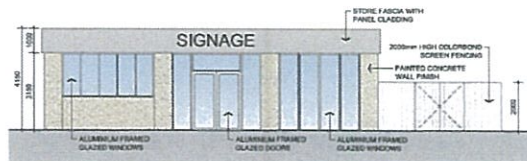
21-Aug-2017



PROPOSED NORTH EASTERN ELEVATION (FAIRFORD ROAD)
SCALE 1:100



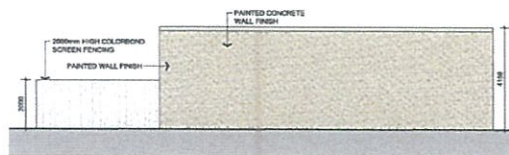
PROPOSED ILLUMINATED PYLON SIGNAGE
SCALE 1:100



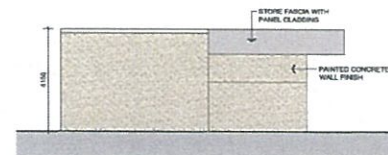
SOUTH EASTERN BUILDING ELEVATION (FRONT)
SCALE 1:100



NORTH EASTERN BUILDING ELEVATION (SIDE)
SCALE 1:100



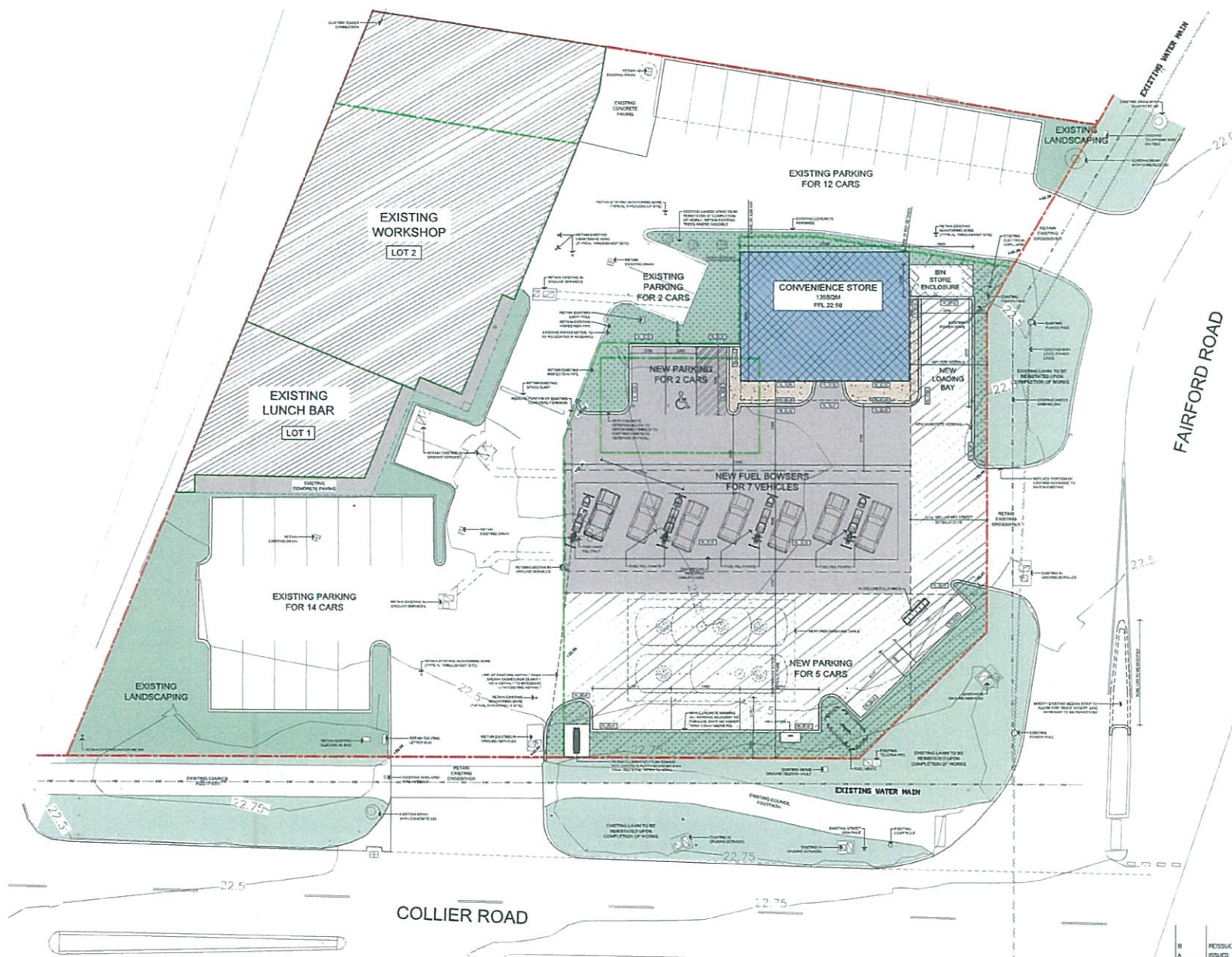
NORTH WESTERN BUILDING ELEVATION (REAR)
SCALE 1:100



SOUTH WESTERN BUILDING ELEVATION (SIDE)
SCALE 1:100

TOWN OF BASSENDEAN
06 FEB 2018
RECEIVED

C	RECEIVED	LY	NP	11.07.2017
R	RECEIVED FOR DA	LY	NP	17.05.2017
A	DA Submission	SD	NP	12.04.2017
revision/	description	drawn	checked	date
1	1	LY	NP	12.04.2017
project	description	drawn	checked	date
1	SERVICE STATION & CONVENIENCE STORE	LY	NP	12.04.2017
location	335 COLLIER ROAD, BASSENDEAN	NP	NP	12.04.2017
scale	1:100	date	12.04.2017	
drawn	03.17	project no	SK08	
checked	A1	rev no	177	
			C	



- LEGEND:**
- NEW BUILDING
 - NEW LANDSCAPING
 - SETBACK ZONE
 - EXISTING HIGH LEVEL POWER LINE
 - EXISTING WATER MAIN UNDERGROUND
 - CADASTRAL LOT BOUNDARY
 - STRATA LOT BOUNDARY

TOWN OF BASSENDEAN
06 FEB 2018
RECEIVED

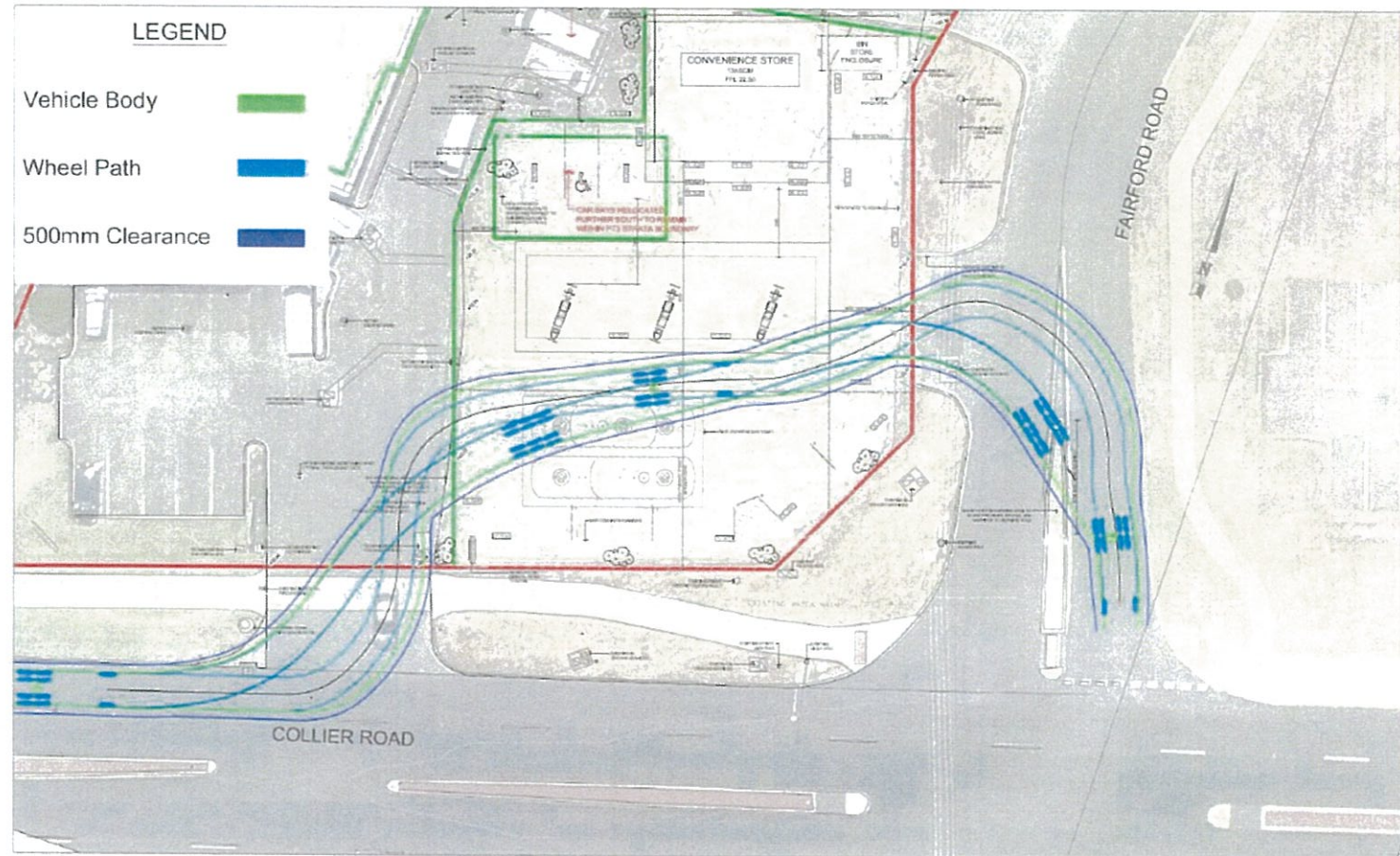
**DEVELOPMENT
ASSESSMENT PANEL**
APPROVED
21-Aug-2017

PROPOSED SITE PLAN
SCALE 1:150 @ A1



B A	REVISUE ISSUED FOR DA	HP	NP	11.07.2017
	revision/ description	drawn	checked	date
project location	SERVICE STATION & CONVENIENCE STORE 335 COLLIER ROAD, BASSENDEAN	Brown LY	description SITE PLAN - CAR BAYS	
		checked NP	date JUNE 2017	
HodgeCollardPreston		scale 1:150	project no 03.17	dwg no SK10
Third Floor - 38 Richardson Street, West Perth, WA 6005 PO Box 741, West Perth, WA 6012 Tel: (08) 9332 2144 Fax: (08) 9332 2540 Email: admin@hodge.com.au		rev B		

Figure 4: Fuel tanker turn path analysis



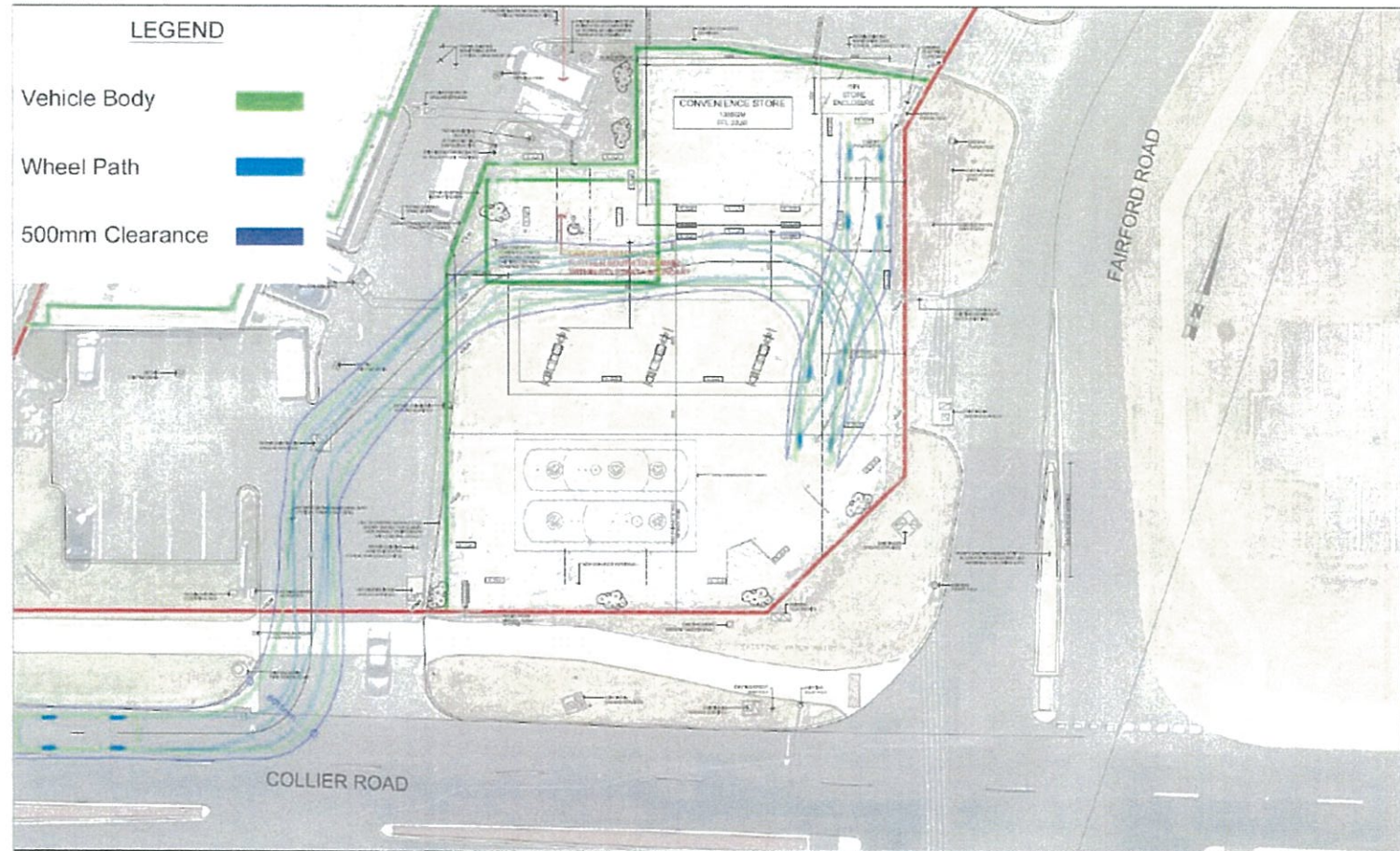
t17.041.sk01b

17/05/2017

Scale: 1:250 @ A3



Figure 5: 8.8m service vehicle accessing the site from Collier Road



335 Collier Rd, Bassendean

Austrroads 2013 - 8.8m Service vehicle

Left turn into the site from Collier Road and accessing the loading bay in reverse gear

t17.041.sk02b

17/05/2017

Scale: 1:250 @ A3



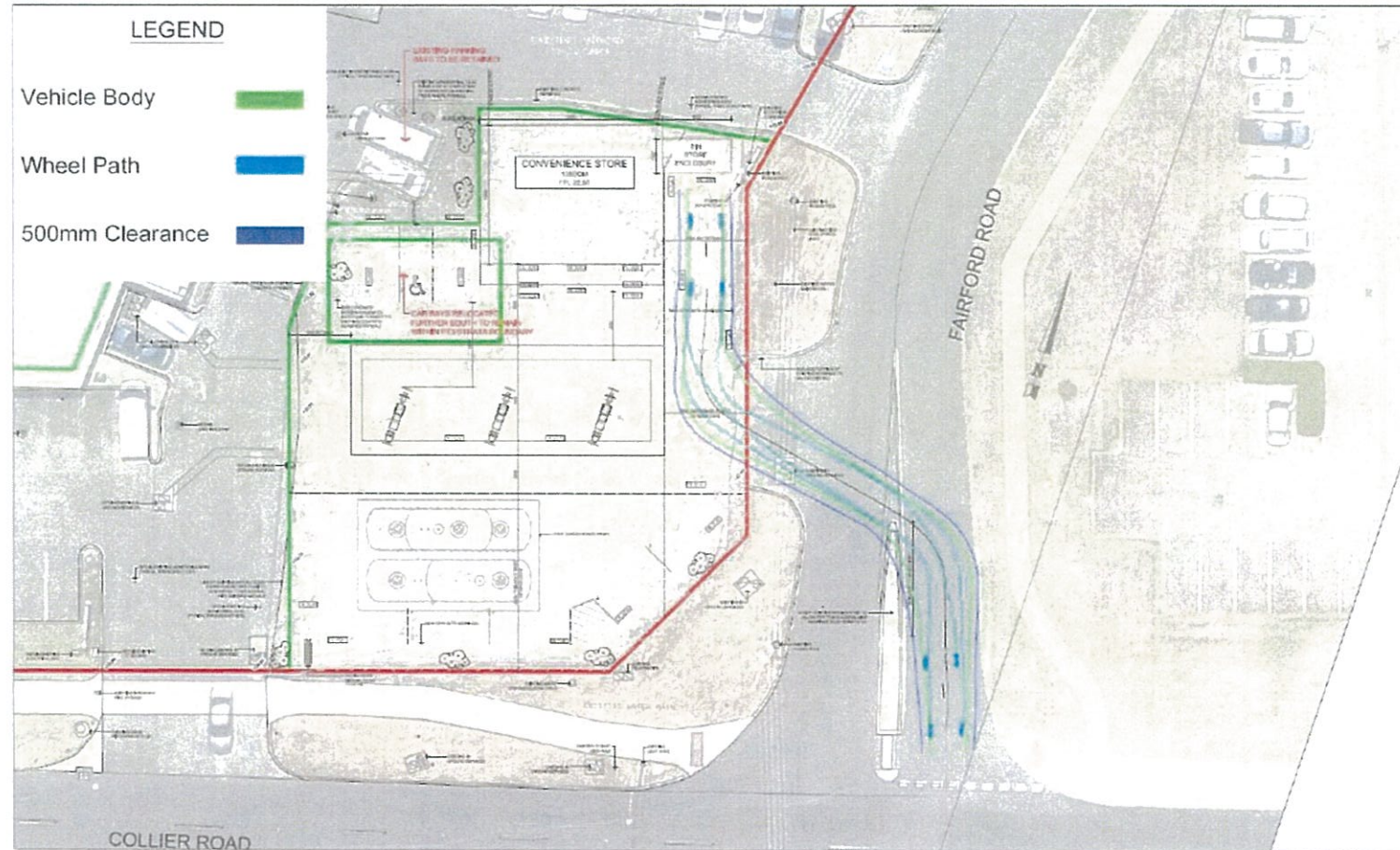
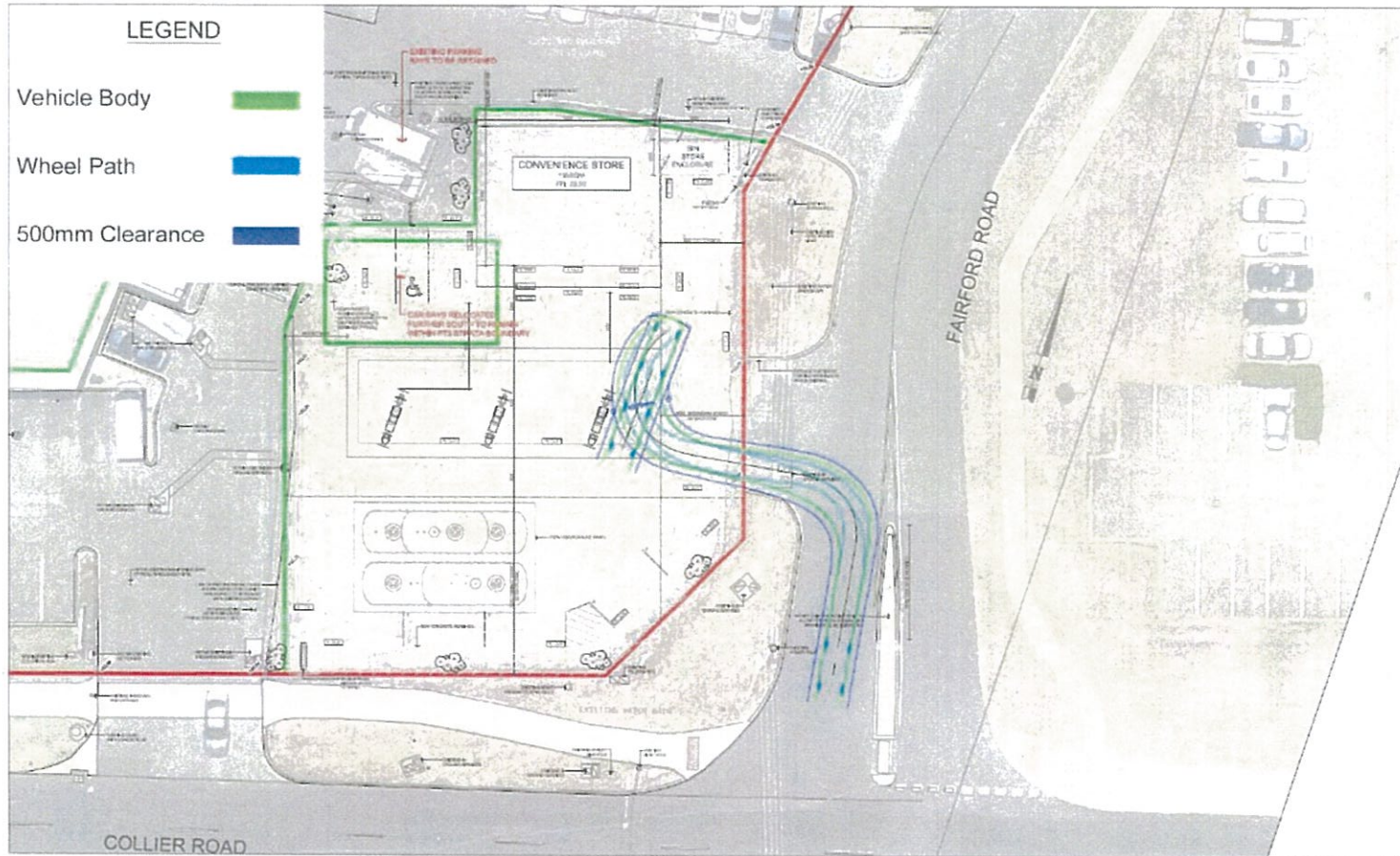


Figure 6: 8.8m service vehicle exiting the site onto Fairfield Street

335 Collier Rd, Bassendean
Austroads 2013 - 8.8m Service vehicle
Exit the loading bay in forward gear and right turn out onto Fairfield Street

t17.041.sk03b
17/05/2017
Scale: 1:250 @ A3





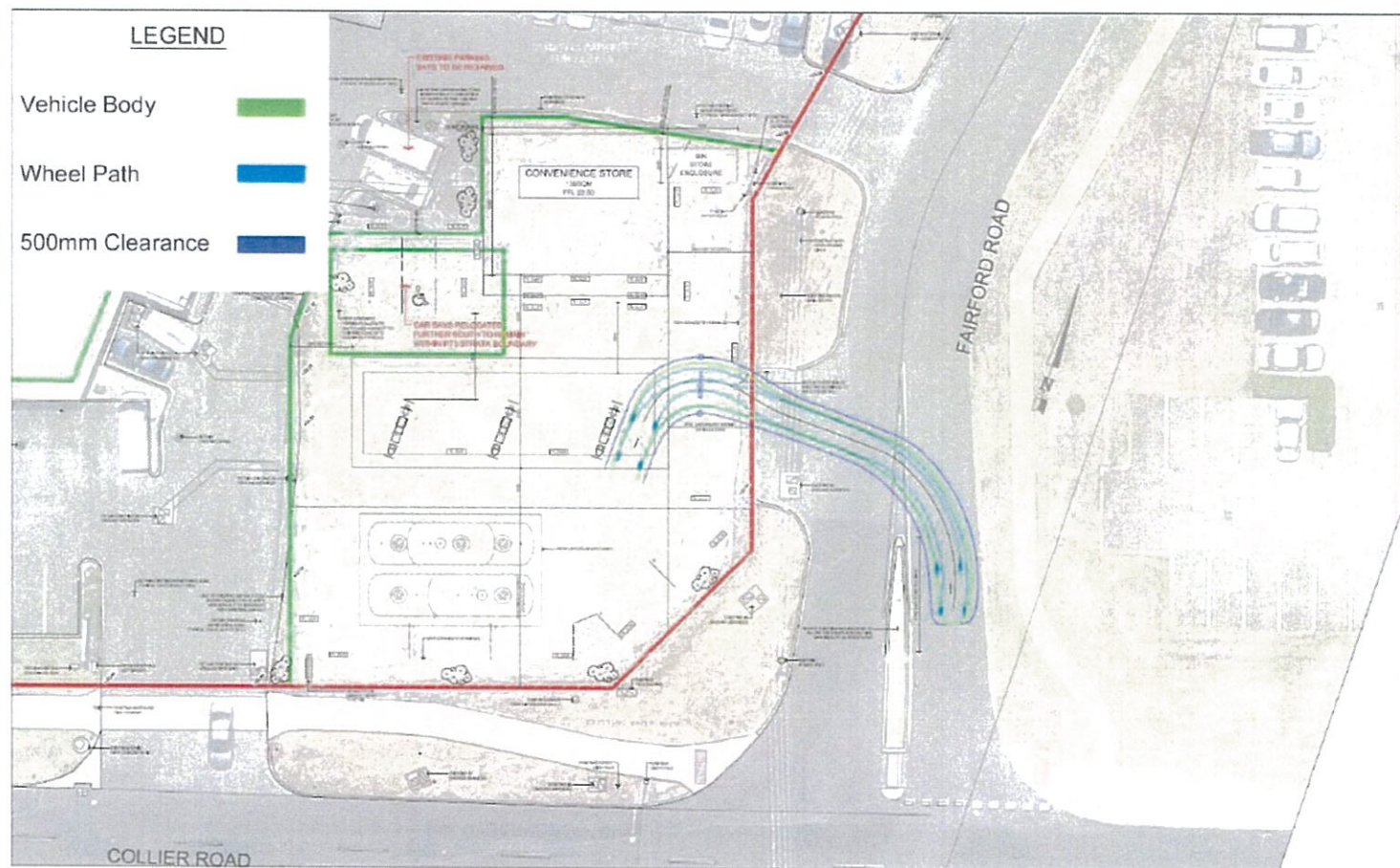
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Figure 7: Turn path analysis for a B99 Car – Accessing the easternmost bowser from Fairford Street

TOWN OF BASSENDEAN
06 FEB 2018
RECEIVED

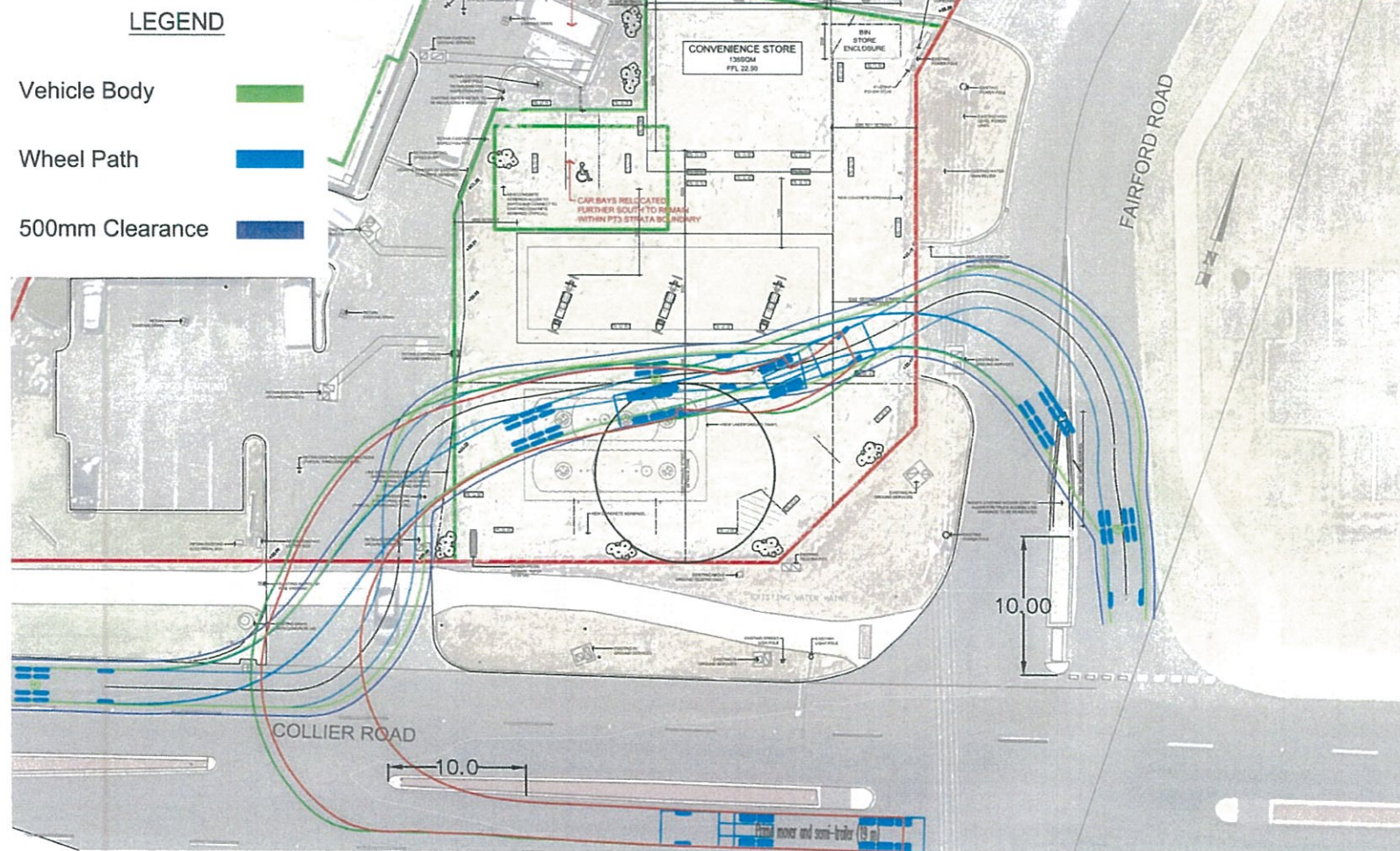
DEVELOPMENT
ASSESSMENT PANEL
APPROVED
21-Aug-2017



t17.041.sk05
17/05/2017
Scale: 1:250 @ A3



Figure 8: Turn path analysis for a B99 Car – Exiting the site onto Fairfield Street



335 Collier Rd, Bassendean

Vehicle Maneuvering Plan - 19m Semitrailer - Right hand turn (red) into the site from Collier Road

17/05/2017

Scale: 1:250 @ A3



**Form 1 - Responsible Authority Report
(Regulation 12)**

Property Location:	Lot 125 (No. 3/335) Collier Road, Bassendean
Development Description:	Proposed Convenience Store
DAP Name:	Metropolitan Central JDAP
Applicant:	Planning Solutions
Owner:	Amtank PTY LTD
Value of Development:	\$2.1 million
LG Reference:	DABC/BDVAPPS/2017-087
Responsible Authority:	Town of Bassendean
Authorising Officer:	Dylan Stokes, Planning Officer
Department of Planning File No:	DAP/17/01224
Report Due Date:	8 August 2017
Application Receipt Date:	25 May 2017
Application Process Days:	75 days
Attachment(s):	<ol style="list-style-type: none"> 1. Applicant's Development Application Report prepared by Planning Solutions submitted on 24 May 2017. 2. Final set of plans dated 12 July 2017 (Amendments made to plans that differ from plans incorporated as part of Planning Solutions initial report) 3. Correspondence on behalf of the Department of Planning dated 3 July 2017. 4. Correspondence on behalf of the Department of Environment Regulation dated 28 June 2017. 5. Town of Bassendean Local Planning policies: <ol style="list-style-type: none"> i. No. 6 – Industrial Zones Development Guidelines; ii. No. 8 – Parking Specifications; iii. No. 15 – Percent for Art Policy; iv. No. 16 – Control of Advertisements under the Local Planning Scheme No. 10; and v. No. 18 – Landscaping with Local Plants. 6. Turning template showing a right hand turn for 19m fuel vehicles from Collier Road prepared by the Town.

Officer Recommendation:

That the Metropolitan Central JDAP resolves to:

Approve DAP Application reference DAP/17/01224 and accompanying plans:

Dwg No.	Drawing Name	Rev No.	Dwg Date
SK10	Site Plan – Car Bays	B	11 July 2017
SK08	Elevations	C	11 July 2017
T17.041.sk01b	Austrroads 2013 – 19.0m Semitrailer	N/A	19 June 2017
T17.041.sk02b	Austrroads 2013 – 8.8m Service Vehicle (Left turn into the site from Collier Road, accessing the fill point and right turn out onto Fairford Street)	N/A	19 June 2017
T17.041.sk03b	Austrroads 2013 – 8.8m Service Vehicle (Exit the loading bay in forward gear and right turn out onto Fairford Street)	N/A	19 June 2017
T17.041.sk04b	Austrroads 2013 – B99 Car (Entry from Fairford Street)	N/A	19 June 2017
T17.041.sk05b	Austrroads 2013 – B99 Car (Exit to Fairford Street)	N/A	19 June 2017
Town of Bassendean Right Turn from Collier Road	Vehicle Manoeuvring Plan – 19m Semitrailer – Right hand turn (red) into the site from Collier Road	N/A	19 June 2017

In accordance with Clause 68 of the Planning and Development (Local Planning Schemes) Regulations 2015 subject to the following conditions as follows:

1. This approval is for the use of the building as a Convenience Store only. Any alternative use of the premises will require the submission of an application to the Town for a change of use.
2. Revised drawings shall be submitted in conjunction with the application for a building permit and such drawings shall demonstrate:
 - a. A reduced height to Price Board sign from 7m to a maximum height of 6m.
 - b. The bin area is to be masonry in construction and equipped with a hose cock. The floor must be graded to a floor waste and connected to sewer.
 - c. A replacement crossover to Fairford Street incorporating a 5m turning radius for both the crossover wings.
 - d. The median strip on Collier Road is to be modified to be flush for a length of 10m as shown on the approved turning template to allow fuel vehicles to turn right from Collier Road and adequately enter the site.
 - e. Details of a sign to be added inside the lot adjoining the Fairford Street crossover preventing fuel vehicles from entering the site from Fairford Street.
 - f. Increase the length of car bay 2 to 5.9m whilst maintaining a car bay length of 6.2m for bay 1 and 3.
3. The applicant is responsible for all costs and works associated with modifying the kerbed median strip within Fairford Street and to the modification of the median strip within Collier Road. The works are to be completed to the satisfaction of the Western Australian Planning Commission and the Town of Bassendean prior to the occupation of the Convenience Store.

4. A detailed and professionally prepared landscaping plan being submitted prior to or with the application for a Building Permit for the Town's approval which provides full detail of the scope of works to be undertaken in both the private and public realms adjoining the development site, including:
 - a. All the requirements listed under Local Planning Policy 18 including but not limited to: street frontages, contours, reticulation details, details of ground treatment and a plant legend showing:
 - i. quantity of plants,
 - ii. species name
 - iii. pot size of plants at the time of planting;
 - iv. height at full growth
 - b. Details of the location and type of proposed trees, shrubs, ground cover and lawn areas to be planted;
 - c. All plants to be of low water use;
 - d. Landscaping of the verge area adjacent to the development site, including the provision of 4 substantial street trees (2 x *Corymbia Ficifolia* to Collier Road and 2 x *Eucalyptus Todtiana* to Fairford Street) of a minimum 90L pot size in accordance with the Town's adopted Street Tree Master Plan;
 - e. Two additional shade trees located on site or in the verge with a minimum 90L pot size;
 - f. The total number of plants to be planted at a minimum rate of 4 per 1m²; and
 - g. Details of the proposed watering system to ensure the establishment of species and their survival during the hot, dry summer months.
5. Landscaping shall be installed and subsequently maintained in accordance with the approved landscaping plan.
6. No vehicle used for the delivery of fuel is permitted on site between 7:00am to 9:00am and 3:00pm to 7:00pm on weekdays.
7. No products, goods or materials are to be stored outside of the building, unless in a designated area approved by the Town for this purpose.
8. Fuel pumps are not permitted to the west side of the westernmost fuel bowser in accordance with the details shown on the approved drawings.
9. Separate approval being sought from the Town for any proposed fencing in Strata Lot 3.
10. All storm water being contained on site. Details of the method of storm water being submitted for approval in conjunction with the application for a Building Permit.
11. The car parking spaces and access ways to be designed and constructed in accordance with Local Planning Policy No. 8 and AS 2890.1 and being maintained thereafter to the Town's satisfaction.
12. All building works carried out under this planning approval are required to be contained within the boundaries of the subject lot.
13. Any proposed signage not clearly shown on the plans as signage is subject to a separate development application.
14. Prior to the issue of a building permit, a development bond for the sum of \$42,000 being lodged with the Town to ensure the satisfactory completion of all works associated with landscaping, car parking, access ways, screen walls, and other associated works.

15. The incorporation of public art into the proposed development or a cash-in-lieu payment of \$21,000 (one per cent of development cost) in accordance with the Town's adopted Local Planning Policy No. 15 'Percent for Art Policy'. Detailed arrangements and agreement with respect to art to be provided on-site with a bond being provided to the Town for the full cost of the art or alternatively payment of the required fee shall be made prior to or in conjunction with the application for a Building Permit.
16. The building hereby approved shall not be occupied until all of the conditions of development approval have been complied with to the satisfaction of the Town, unless the applicant has entered into an agreement with the Town to comply with those conditions within a specified period.

Advice Notes

1. The issue of a Building Permit is required prior to the commencement of any on-site works.
2. Modifications or works done to the existing crossovers in the verge will require approval from the Town's Asset Services. The applicant is to notify the Town's Asset Services department and gain all necessary approvals prior to commencing construction in the verge.
3. Regarding the proposed modifications to the median strip to Collier Road, the applicant is to ensure that all necessary approvals as required have been provided by the Western Australian Planning Commission.
4. Any development on the site is required to comply with the relevant Sub-surface Management Plan as found in the Mandatory Auditors Report by the Australian Environmental Auditors released on 26 June 2014.
5. In regards the modification of the median strip on Fairford Street, the applicant is advised that:
 - a. The length (L) of the splitter strip at the intersection of Fairford Street and Collier Road shall be minimum 10m in length as determined from Austroads - Guide to Road Design Part 4A (Oct, 2009) Section 6.2.2. Table 6.2.
 - b. All associated line marking shall be approved by MRWA and cost shall be borne by the developer.
 - c. All construction works within the road reserve (central median strip) shall be at developers cost and to the Town of Bassendean specifications and satisfaction.
 - d. Asphalt shall be installed where the strip was, additional hatch linemarking (where the strip was) shall be installed.
6. The applicant is advised that they must submit an Application for Approval to Establish or Alter a Food Business, together with the required plans and prescribed fee to the Health Department at the Town of Bassendean. The plans must include details such as:
 - a. Finishes of all walls, floors and ceilings;
 - b. Position and type of fixtures and fittings; and
 - c. Location of sanitary conveniences, ventilating systems, grease trap and bin storage.
7. The applicant is advised to obtain approval from the Department of Mines and Petroleum for the storage of Chemicals/dangerous goods in accordance with the Dangerous Goods Safety Regulations 2007 and Dangerous Goods Safety Act 2004.

8. All fuels, oils and other liquids shall be appropriately stored within a bunded and covered area capable of trapping any discharges. The application is to comply with the requirements of the Environmental Protection (Unauthorised Discharges) Regulations 2004. The applicant shall give consideration to the proximity/location of on-site storm water drains and soak wells to areas where spillage of fuel may occur.
9. Any existing on-site effluent disposal system (septic tanks and leach drains/soak wells on the site shall be decommissioned in accordance with the Health (Treatment of Sewage and Disposal of Effluent and Liquid Waste) Regulations 1974.
10. The applicant is advised that noise generated by activities on site shall not exceed the levels as set under the Environmental Protection (Noise) Regulations 1997. All development works are to be carried out in accordance with control of noise practices set out in Section 6 of AS 2436-1981 or the equivalent current Australian Standard. No works shall commence prior to 7am.

Details: outline of development application

Insert Zoning	MRS:	Industrial
TPS:		General Industry
Insert Use Class:		Convenience Store
Insert Strategy Policy:		Not applicable
Insert Development Scheme:		Town of Bassendean Local Planning Scheme No. 10 (District Zoning Scheme)
Insert Lot Size:		3383m ² for entire site, 1177m ² for the strata lot
Insert Existing Land Use:		Lunch Bar and Motor Vehicle Repair

The application proposes the development of a 'Convenience Store' in a general industrial area and includes:

- A 135m² retail building;
- 4 petrol bowser (7 bowser bays) under a fuel canopy;
- Seven (7) dedicated parking bays for staff and customers including a disabled bay and an air and water bay;
- Signage associated with the Convenience Store;
- A proposed bin store with 2m high fencing;
- Modifications of the intersection at Collier Road and Fairford Street;

The Convenience Store will operate 24 hours a day, 7 days a week, will employ 2 staff members on-site at any given time and offer the retail sale of fuel and convenience goods.

Background:

Lot 125 (No. 335) Collier Road encompasses three strata lots. The total lot size is 3383m² split between the three strata lots with an area of 2617m² used as a common property for access, parking and landscaping. The Strata configuration is as follows:

Strata Lot 1 – Existing lunch bar of 147m²

Strata Lot 2 – Existing Factory and Workshop Addition with a combined area of 502m²

Strata Lot 3 – Previously used as a Service station until 2011 upon which the existing service station was demolished and the lot has since remained vacant. The existing strata lot is 1083m²

The proposed Convenience Store falls wholly within Strata Lot 3. There is no reference on the plans or in the report provided by Planning Solutions that the existing parking within the common property area forms part of the assessment. Besides a portion of the common property used for vehicle access to Collier Road, the application has been designed wholly within Strata Lot 3.

No. 335 Collier Road is zoned general industry under the Local Planning Scheme No. 10. The subject lot is adjoined by lots zoned general industry, with fringe light industry uses located to the north and east approximately 250m away and the closest residential lot located to the northeast approximately 350m away.

The subject site is a corner lot that fronts Collier Road to the south and Fairford Street to the east. Collier Road is a dual carriageway that is a Category 2 Other Regional Road (Blue Road) under the Metropolitan Region Scheme and a District Distributor A Road under the Main Roads Functional Road Hierarchy for Western Australia. Collier Road currently carries a weekday traffic flow of approximately 17,200 vehicles. Fairford Street is a single carriageway that terminates at a junction with Collier Road.

Plans for the Tonkin Highway Northlink project were finalised in April 2015. This project proposes large scale upgrades to interchanges along Tonkin Highway and includes upgrades to the interchange at Collier Road. The project will include an upgrade to the Grey Street/Jackson Street intersection with Collier Road approximately 500m to the west of the subject site. However no upgrades will occur at the junction of Fairford Street and Collier Road.

Legislation & policy:

Legislation

- a) Planning & Development Act 2005
- b) Planning and Development (Local Planning Scheme) Regulations 2015
- c) Metropolitan Region Scheme

State Government Policies

- a) State Planning Policy 4.1 – State Industrial Buffer Policy
- b) Development Control Policy 5.1 – Regional Roads (Vehicular Access)

Local Policies

- a) Town of Bassendean Local Planning Scheme No. 10 including:
 - Clause 1.6: The Aims of the Scheme;
 - Clause 4.2.4: Objectives of the General Industry Zone;
 - Clause 5.7.2: Car parking
 - Clause 9.4: Advertising of Applications
 - Clause 10.1: Consultation with Other Authorities
 - Clause 10.2: Matters to be Considered by Local Government.

Local Planning Scheme No. 10 can be accessed via the following link:
http://www.bassendean.wa.gov.au/Profiles/bassendean/Assets/ClientData/Document-Centre/Local_Planning_Scheme_10_-_Gazetted/10-Lps-No10-gazetted.pdf

- b) Local Planning Policies:
 - Local Planning Policy No. 6 – Industrial Zones Development Guidelines
 - Local Planning Policy No. 8 – Parking Specifications
 - Local Planning Policy No. 15 – Percent for Art Policy
 - Local Planning Policy No. 16 – Control of Advertisements under the Local Planning Scheme No. 10
 - Local Planning Policy No. 18 – Landscaping with Local Plants
- c) Specification for the Construction of Crossovers

Consultation:

Public Consultation

Under the Zoning Table (Table 1) of the Town's Local Planning Scheme, a Convenience Store is a 'D' or discretionary use in the General Industry Zone, which does not generate a need for public advertising of the application.

Consultation with other Agencies or Consultants

The application was referred to the following agencies for comment:

- Department of Planning (DoP) – Other Regional Road Reservation

The proposal for a Convenience Store utilises an existing crossover to Collier Road, where the 19m delivery vehicles, 8.8m service vehicles and regular vehicles will enter the site. The Planning and Development Act 2005 – Instrument of Delegation that dictates when a referral is required to the Western Australian Planning Commission relating to development affecting Collier Road. Collier Road is a Category 2 Road and Table 2 of the Instrument of Delegation states that a referral is required when the development application meets certain 'characteristics'. The application met the following characteristics:

- b) *Development with potential for a significant increase in traffic on the regional road using any access, either directly or indirectly, onto the road reservation;*
- c) *Development which involves the retention of more than one existing access, or additional, relocated or new access between the subject land and the road reservation;*
- d) *Development, which proposes retention of an existing access between the subject land and the road reservation, where alternative access is or could be made available from side or rear streets or from rights of way;*
- f) *Development on a lot affected by the regional road reservation where-*
 - *None of the proposed development is within the regional road reservation; and*
 - *Has a construction value greater than \$150,000.*

A referral response was received by the Department of Planning stating that the Department has no objection to the proposed development, but recommends conditions addressing the following:

- Restrict fuel tanker access to times outside peak hours;
- Reduce the size of the median on Fairford Street to allow for the movement of fuel tankers exiting the site;
- Upgrade the median strips along Collier Road if required, to provide them with mountable edges;
- Take measures to ensure fuel tankers do not attempt to access the site via Fairford Street;
- Consideration should be given to any measures which might be taken to improve safe access for pedestrians and cyclists (particularly crossing Fairford Street to and from the site).

- Department of Environmental Regulation (DER) – Contaminated Sites

The subject lot is associated with a Memorial for Lot 3 on Strata Plan 22003 in addition to the common property on the site. Under the Contaminated Sites Act 2003, the site is classified as 'remediated for restricted use.' The requirements under section 58(6)(b) of the Contaminated Sites Act 2003 states the following:

A responsible authority is not to grant approval under a scheme for any proposed development of that land, without seeking, and taking into account, the advice of the CEO as to the suitability of the land for the subdivision, amalgamation or development.

A referral response was received by the DER and detailed the following:

- The subject lot was classified under section 13 of the CS Act as remediated for restricted use on 4 October 2016 and a memorial was placed on the certificate of title.

- In 2012 there were remedial works that included excavation to 5.5m below ground level. Further investigations in 2013 identified that hydrocarbon, impacted soil and groundwater still remain beneath the site at approximately 5.5m below ground level.
- The site is considered suitable for commercial and industrial uses provided that the groundwater is not abstracted and the site is subject to the Sub-surface Management Plan for the area as found in the Auditors Report on 26 June 2014.
- It was acknowledged by the DER that the details relating to the depth of the fuel storage tanks have not been finalised, but notes that the report prepared by Planning Solutions states that the works will be undertaken in accordance with the relevant legislation and approved management plans.
- The DER recommends that the approval should not include a contamination related condition.

Planning assessment:

Local Planning Scheme

- Zoning, Classification of Use and Permissibility of Use

The subject land is zoned 'Industrial' under the Metropolitan Region Scheme and 'General Industry' under the Town of Bassendean Local Planning Scheme No. 10 (LPS 10). In accordance with Table 1 under Clause 4.3 of LPS 10, the proposed Convenience Store is a 'D' use. Clause 4.3.2 of LPS 10 states that a 'D' use is 'not permitted unless the local government has exercised its discretion by granting planning approval'.

Under the LPS 10, there is a separate use class for Service Station that is an 'A' use and would require advertising. A Convenience Store is defined below:

"convenience store means premises –

- (a) used for the retail sale of convenience goods commonly sold in supermarkets, delicatessens or newsagents, or the retail sale of petrol and those convenience goods;*
- (b) operated during hours which include, but may extend beyond, normal trading hours;*
- (c) which provide associated parking; and*
- (d) the floor area of which does not exceed 300 square metres net lettable area"*

The application is deemed to meet the definition in regards to the following:

- Goods to be sold of a 'retail/convenience nature' in addition to the sale of petrol as detailed in the applicants report;
- The Convenience Store will operate in addition to normal trading hours, being a 24/7 operation, 7 days a week;
- Parking is provided on site within the strata lot boundaries; and
- The total net lettable area of the Convenience Store is 135m².

On this basis, the application is considered to meet all aspects of the Convenience Store definition.

- Car parking

Clause 5.7.2.1 of LPS 10 requires that for any use indicated in Table 1 of LPS 10 that sufficient parking bays are provided under Table 2. Despite a Convenience Store being listed as a use under Table 1, there is no corresponding car parking requirement under Table 2. In the event that no parking requirement is specified, LPS 10 goes on to state that *"the local government shall determine the number of car parking spaces to be provided on the land having regard to the nature of the proposed development, the number of employees likely to be on the site, the prevention of the obstruction of roads and street, and the orderly and proper planning of the locality and the preservation of its amenities."*

The proposal incorporates the following in regards to parking

- 7 bays (including 1 disabled bay and 1 air and water bay) with 2 of the bays adjoining the front of the Convenience Store and the remainder abutting the southern lot boundary; and

- 7 bays for fuelling purposes.

The report provided by Planning Solutions referenced a Roads and Traffic Authority (NSW) report titled "Guide to Traffic Generating Developments" which references 5 bays being required per 100m². With a net lettable area of 135m², a total of 6.75 (rounded to 7) bays would be required, with 7 bays being provided. On this basis sufficient car parking bays has been provided for the proposed development. Additional surplus car parking bays (10) also exist within the area of common property.

Local Planning Policies

Local Planning Policy 6 (LPP6) – Industrial Zones Development Design Guidelines

Item	Requirement	Proposal	Compliance
Building Setbacks	Minimum setback requirements for buildings shall be in accordance with the following: Front: 13.0m Rear: Nil Side: 4.5m Secondary Street: 6.0m	Front: 13m to roof of fuel canopy. Rear: Nil at the closest point to strata lot boundary, 12m to lot boundary. Side: Nil at the closest point to strata lot boundary, 34m to lot boundary. Secondary Street: 6.0m to canopy roof and Convenience Store (bin enclosure not considered a building).	All setbacks comply when measuring to the boundaries of the parent lot.
Plot Ratio	Maximum of 0.75	Strata Lot: $135\text{m}^2/1177\text{m}^2 = 0.11$ Parent Lot: $784\text{m}^2/3383\text{m}^2 = 0.23$	Complies.
Site Cover	Maximum of 50%	Strata Lot: $621\text{m}^2/1177\text{m}^2 = 52\%$ Parent Lot: $1270\text{m}^2/3383\text{m}^2 = 37.5\%$	Complies when incorporating the parent lot.
Vehicle Parking	Car parking spaces shall be provided, constructed and maintained in accordance with the provisions of Part 5 of the Scheme, Local Planning Policy No. 8 (Parking Specifications) and the approved plan relating thereto. Local Planning Policy 8 Requirements: Parallel bays: Width of Bays: 2.5m Aisle Width: 3.6m Length of Bay: 5.9m (Note: Australian Standards 2890.1 calls for 6.2m Length of Bay for User	Bay 1 and 3 (Parallel) Width of Bay: 2.6m Aisle Width: Approximately 11.8m Length of Bay: 6.2m Bay 2 (Parallel) Width of Bay: 2.6m Aisle Width: Approximately 11.8m Length of Bay: 5.4m Bay 4 and 5 (Parallel) Width of Bay: 2.6m Aisle Width: Approximately 13.0m Length of Bay: 6.2m	Bay 2 does not comply with the Australian Standards or the Town's policy (5.4m proposed in lieu of prescribed 5.9m length). The remainder of the bays comply with both the Australian Standards and the Town's Policy.

	<p>Class 3A when the end of the bay is obstructed)</p> <p>90 degree bays: Bays Width: 2.5m (Note: Australian Standards 2890.1 calls for 2.7m width bays for User Class 3A) Depth of Bay: 5.4m Aisle Width: 6.2m (Note: Australian Standards 2890.1 calls for 6.2m aisle width for bays with 2.7m width for User Class 3A)</p>	<p>Bay 6 (90 Degree) Width of Bay: 2.7m Depth of Bay: 5.5m Aisle Width: 6.2m</p> <p>Bay 7 (90 Degree) Width of Bay: 2.4m Depth of Bay: 5.5m Aisle Width: 6.2m</p> <p>Single Disabled Bay provided in accordance with specifications under the Australian Standards 2890.6:2009.</p> <p>No detail provided of materials for paving. Condition recommended to ensure paving is consistent with policy material type.</p>	
Landscaping	<p>All development within these zones shall be landscaped in accordance with the following requirements:</p> <ul style="list-style-type: none"> a) Minimum width of landscaping to front setback of 2m. b) Minimum width of landscaping to secondary street of 1m. c) Landscaping to be provided in accordance with Local Planning Policy 18 d) Shade trees provided in parking areas at a ratio of one per six car parking bays. 	<ul style="list-style-type: none"> a) Front landscaping: 2.0m b) Secondary street landscaping: 1.0m c) Insufficient details provided on landscaping plan. d) No shade trees provided. 	<p>Landscaping in front and secondary street complies. Details on landscaping plan and shade trees do not comply. Landscaping plan requested by way of condition to meet this policy.</p>
Security Fencing	<p>Where a security fence is proposed on a street lot boundary, it shall be of an open style either mesh fencing or palisade style fencing and setback 2-metres behind the street alignment.</p> <p>Solid screen fences on industrial sites are only acceptable where located at or behind the 13-metre building line to the front setback area. In the case of corner lots solid screen fencing must be setback 6-metres from the secondary street.</p>	<p>No security fencing proposed.</p>	<p>Complies. A condition is recommended that the applicant shall submit a planning application for any proposed fencing.</p>

Service Access	<p>Provision shall be made for service access in the following manner:</p> <ul style="list-style-type: none"> a) a paved accessway shall be provided for vehicles from the street to the rear of and to any other part of the building where provision is made in the external walls of the building for the entry of or the loading or unloading of vehicles; b) the access way shall be so constructed that all vehicles using it can enter from and return to a street in forward gear without reversing any part of the vehicle onto a street; c) except as hereinafter mentioned, the access way shall not be less than 4.5 metres in width, unless the size of the lot makes the provision of such an access way impracticable or unreasonable the Council may permit an access way of a narrower width but in no case less than 3.0 metres in width; d) the provision of on-site delivery manoeuvring areas where large single axle commercial vehicles can enter and leave the site in forward gear. The manoeuvring area shall be exclusive of car parking bays and the interior of the building. 	<ul style="list-style-type: none"> a) Vehicle access and loading bay provided on the eastern side of the lot. b) Delivery vehicle can enter from Collier Road and exit to Fairford Street. There is sufficient manoeuvring for a 19m fuel vehicle if the median strip is modified. c) Manoeuvring paths for delivery vehicles and 19m fuel trucks achieves 4.5m width. Loading bay has a width of 4.0m d) Vehicle movements exclusive of car parking bays. 	Complies subject to modification of median strips as detailed elsewhere within this report.
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Storage and Refuse Areas	<p>The Council may require the provision of one or more areas for the storage of refuse in a development. This area shall be:</p> <ul style="list-style-type: none"> a) screened from view from any public street, and enclosed by a wall of masonry or other approved building material, and being of not less than 1.8 metres in height; and b) accessible to service vehicles. <p>Irrespective of whether a storage area is required for a development, no land shall be used for open storage purposes unless it is screened from view of any public street by a fence or wall built to the specifications and satisfaction of the Council.</p>	<ul style="list-style-type: none"> a) Not of masonry construction but does exceed 1.8m height. Bin area is of size 2.5m x 5m and is exclusive of the loading bay. b) Adequate access provided for service vehicles. 	<p>Does not comply with the required materials. Condition recommended requiring different materials.</p> <p>Condition imposed relating to open storage.</p>
Building Materials	<p>The facades of all buildings facing public streets shall be constructed of brick, glass, stone, masonry or concrete in respect of the ground floor level. The second floor level, or its equivalent, may be constructed of other material in accordance with the Building Code of Australia.</p> <p>The use of zincalume sheeting for construction of Industrial buildings is prohibited, unless such buildings or parts of buildings are not visible from any public street, or Council approval is granted to vary this requirement.</p>	<p>The report states that concrete panels will be used as part of construction and the plans show glass to the front of the Convenience Store building façade.</p>	<p>Complies</p>

- **Local Planning Policy 16 (LPP16) – Control of Advertisements under the Local Planning Scheme No. 10**

Item	Requirement	Proposal	Compliance
Pylon Sign	Max height of device: 6m Max width of device: 2m Max area: 4m ² Minimum headroom: 2.4m Max height above ground: 6m Projection maximum: 900mm Setbacks front: 1m Setbacks side: 2m Other setbacks: 6m Location: Minimum 6m clearance of another sign.	Pylon Sign (Price Board) Max height of device: 7m Max width of device: 2m Max area: 14m ² Minimum headroom: N/A Max height above ground: 7m Projection maximum: 480mm Setbacks front: Approximately 200mm Setbacks side: Approximately 750mm (to strata lot boundary) Other setbacks: >6m Location: >6m separation distance	Variations to Pylon Sign <ul style="list-style-type: none"> - Max height - Max area - Max height above ground - Front setback - Side setback Condition recommended calling for height of pylon sign to be amended from 7m to 6m.
Roof Sign	Height of main building above ground level: <ul style="list-style-type: none"> - 3.7m to 4.5m requires a maximum height of 0.9m for the sign. - 4.5m to 6.0m requires a maximum height of 1.2m for the sign. - 6.0m to 12.0m requires a maximum height of 2.0m for the sign. 	Roof Sign (Convenience Store) Height of Roof: 3.7m to 4.5m Height of Sign: 1.0m 3 x Roof Sign (Fuel Canopy) Height of Roof: 6.35m Height of Sign: 1.0m	Variations to Roof Sign (Convenience Store) <ul style="list-style-type: none"> - Max height

- **Local Planning Policy 15 (LPP15) – Percent for Art Policy**

LPP 15 details requirements relating to contribution towards the Town for public art either on the subject site or on crown land. The policy applies throughout the entirety of Bassendean for *"all development proposals for multiple dwellings, mixed use, commercial, civic, institutional, educational projects or public works with a value greater than \$1,000,000 shall be regarded as eligible proposals under this Policy."*

The value of the contribution must be provided at 1% the value of the eligible proposal. For the proposed \$2,100,000 Convenience Store this would equate to a contribution of \$21,000. The applicant can elect to either pay the contribution directly to the Town or instead provide the public art on site at the applicant's expense.

- **Specification for the Construction of Crossovers**

The Town of Bassendean's Specification for the Construction of Crossovers details requirements to ensure the adequate construction of Crossovers and access throughout the Town of Bassendean. The document incorporates a table that specifies maximum crossover sizes for industrial properties. The table specifies a maximum width of the crossover at the property boundary as being 10.7m and maximum width of the crossover at the kerb line of 21.7m with a 5m turning radius.

The existing crossover to Collier Road is non-symmetrical with a 12m width at the property boundary and 20.2m width at the kerb line. The turning radius is approximately 4m on the western side and 2.5m on the eastern side.

The existing eastern crossover to Fairford Street is 9.3m in width at the property boundary and 15.5m in width at the kerb line. The turning radius for both wings are inconsistent with approximately 2.8m on the northern side and 2m on the southern side.

State Planning Legislation

- State Planning Policy 4.1 – State Industrial Buffer Policy

State Planning Policy 4.1 – State Industrial Buffer Policy (SPP 4.1) identifies the need for land uses commonly associated with off-site amenity impacts (noise, dust, odour, risk and particulate emissions) to be separated from sensitive land uses to ensure acceptable environmental criteria can be achieved at nearby sensitive receivers.

The Environmental Protection Authority's - Guidance for the Assessment of Environment Factors - Separation Distances between Industrial and Sensitive Land Uses compliments, and provides guidance on, the implementation of SPP 4.1. As outlined in this framework, there is no direct guidance specifically regarding Convenience Stores and required separation distances. Regarding 24-hour service stations it is recommended that a minimum separation distance of 200m be provided from sensitive land uses in order to mitigate impacts of gas emissions, noise, odour and risk. The subject site is surrounded by general industrial and light industrial land uses, with the nearest residential lot approximately 350m from the subject site. On this basis, the application is considered a sufficient distance from adjoining sensitive land uses.

- Development Control Policy 5.1 – Regional Roads (Vehicular Access)

Development Control Policy 5.1 – Regional Roads (Vehicular Access) (DCP 5.1) addresses matters relating to the control of development adjacent to regional roads. Clause 3.3.1 of DCP 5.1 requires states that the Commission will seek to minimise the creation of new driveways on regional roads. Clause 3.3.1 states that *"In considering applications for access on regional roads, the effects of the proposals on traffic flow and road safety will be the primary consideration. The more important the regional road, the greater the importance attached to these factors. In general, the Commission will seek to minimise the creation of new driveways on regional roads and rationalise existing access arrangements."*

Due to the confined nature of the site, access is required from Collier Road to allow the 19.0m fuel trucks to adequately access the site and exit in forward gear. The Department of Planning have indicated in their correspondence that they support the retention of the existing access arrangement to Collier Road, subject to recommended conditions.

- Contaminated Sites Act 2003

The site is recognised as being a contaminated site under the Contaminated Sites Act 2003. Under Section 58(6)(b) of the Contaminated Sites Act 2003, the Department of Environment Regulation must provide comment before a decision can be made in regards to the suitability of land for development. The referral provided by the DER stated that the site is considered to be suitable for the proposed convenience store land use, provided that the relevant Site Management Plan is followed. The Town recommends following the DER's recommendation that no contamination condition shall be added to the approval, but a footnote has been recommended advising the applicant to comply with the Site Management Plan.

Officer Comments

Assessment Under Local Planning Scheme:

- Car Parking (Number of Bays)

The Scheme permits discretion in regards to applying an acceptable amount of bays on site. The fuelling bays will likely be the most utilised bays on the site, with cars waiting in the manoeuvring areas to access the fuelling bays during peak times. In this regard, enforcing more dedicated parking bays on site than is proposed would be considered unnecessary, as the primary demand on site would be for the fuel bays.

On this basis, the 7 dedicated customer bays (including the air and water bay included as part of the amended plans) would be considered sufficient to provide for the retail needs of the Convenience Store in addition to the two staff members on site at any given time. Furthermore, in the unusual circumstance that all 7 of the customer bays are occupied, the fuel bays can cater for overflow parking if they are not otherwise occupied.

- Local Planning Policy 6 – Industrial Zones Development Design Guidelines (LPP 6) Variations and Recommended Conditions

Vehicle Parking (Dimensions and Access):

Regarding vehicle dimensions and parking requirements relating to aisle width, there are two forms of assessment. LPP6 refers to compliance Local Planning Policy 8 (LPP 8), a separate policy which specifies general requirements for parking. The Australian Standards 2890.1 (AS2890.1) has requirements that caters to user classes, which defines dimensions based upon how regularly the bays are being utilised and the turnover of cars on the site. Generally the AS2890.1 is a more specific tool of assessment and is more relevant given the high turnover of cars on the site. Due to the high turnover of vehicles, the site was assessed against the User Class 3A requirements.

The initial submission incorporated numerous variations to both the LPP8 and AS2890.1. The Town corresponded with the applicant who sought to modify the plans in to achieve compliance with AS2890.1. However as a result of the modifications, a reduction in bay length occurred to Bay 2 which does not meet either AS2890.1 or the Town's LPP 8. As such a condition is recommended that calls for this bay to be increased to a length of 5.9m, whilst retaining the 6.2m bay length for Bays 1 and 3.

Landscaping:

As part of the provided plans, a landscaping plan was provided with limited details. LPP 6 requires that landscaping is provided in accordance with the Town's Local Planning Policy No 18 – Landscaping with Local Plants (LPP 18). In order to achieve sufficient landscaping on site and address all points within both policies (LPP 6 and LPP 18) in addition to the Town's Street Tree Master Plan, a condition should be applied to the approval that suitably addresses all policy requirements.

Storage and Refuse:

The policy requires that the storage and refuse area be constructed from masonry or other approved building material. The bin store is located in a prominent location that will be apparent from both Collier Road and Fairford Street. Furthermore, masonry construction is much more suited to a bin store area (superior impact resistance compared to metal sheeting) and will not deteriorate over the lifespan of the development as the proposed metal walled bin storage area would.

The Town therefore recommends a condition to ensure that the bin area will be constructed from masonry. The Town also recommends through this condition that the bin store be fitted with a hose cock and that the floor shall be graded to a floor waste and connected to sewer.

- Local Planning Policy 16 – Control of Advertisements under the Local Planning Scheme No. 10 (LPP 16) Variations and Recommended Conditions

There are multiple variations to Local Planning Policy 16 in regards to the proposed signage incorporated as part of application for the Convenience Store. The Town recognises the minimal impact of many of these signs considering the surrounding general industrial land uses.

However, the proposed Price Board signage is considered excessive in regards to its height within a close proximity to the front boundary. There are no precedents along the length of Collier Road where pylon signage exceeds a 6m height. Allowing a variation in this instance would set a precedence for the area and undermine the Town's policy. A similar DAP application for a 7-Eleven Convenience Store at 300 Collier Road was approved (May 2017) 100m to the west where the DAP previously made a decision to reduce signage from 8m to 6m in accordance with the policy. To ensure consistency the Town recommends a similar condition to reduce the height from 7m to 6m.

The specific details of the signage was not made clear as part of the provided plans. The Town therefore requests that the specific details of the signage be provided at the building permit stage. Furthermore the Town recommends imposing a condition requiring any signage that is not clearly marked as signage on the proposed plans to be part of a separate application to the Town.

- Access Arrangements onto Collier Road, Vehicle Manoeuvring and Service Access

The application incorporates two existing crossovers for access throughout the site. The turning templates provided in the Transcore document demonstrate manoeuvring of the 19m vehicle entering from Collier Road and exiting through Fairford Street. The transport report was silent on the fuel vehicles gaining access from Fairford Street. The delivery vehicle and regular cars were demonstrated to adequately manoeuvre through the site from either crossover.

An existing crossover is located to the south of the subject lot (Collier Road frontage) and is used for vehicle access by all the tenancies on the overall site. The existing crossover to Fairford Street was utilised as part of the former service station and is not used for access by other tenancies. This crossover will have to be reconstructed as it is damaged and not constructed to the Town's specifications. Therefore a condition of approval has been recommended seeking a replacement crossover with a 5m wing radius for the easternmost crossover to facilitate access.

In order to permit the fuel vehicle to exit from the Fairford Street crossover, modifications will be required to the existing median strip in Fairford Street. The Town supports the modifications of the median strip on Fairford Street as shown on the plans at the full expense of the applicant. A condition of approval has been recommended to this effect.

The proposed turning movements associated with fuel tankers entering and exiting the site do raise some concerns especially in relation to the 19m fuel vehicles, which were not adequately addressed as part of the Transcore report. These issues are summarised as follows:

- The fuel vehicle turning left into the site from Collier Road will only be possible if there are no cars waiting in the crossover trying to exit.
- If the truck attempts to stop on Collier Road to allow cars to exit, there is the potential for a collision, particularly where a vehicle is exiting the site in a westbound direction, due to the blocked sightlines resulting from the length, height and width of the fuel vehicle .
- No turning template has been provided of the 19m fuel vehicle turning left into the site from Fairford Street as an alternative entry point and it is assumed that from the angles of the crossover, median strip and fuel bowsters that this turn would not be possible as a second point of entrance.
- No turning template was provided of a 19m fuel vehicle turning right from Collier Road to enter the site. The existing median strip does not lend itself to this movement. The Town's Asset Services have prepared a turning template diagram that shows the required modifications to the median to achieve a satisfactory right hand turn into the site.

It is recognised by the Town that the turning arrangements on the site are not ideal and there are no alternative design options available to achieve ideal turning arrangements for the 19m fuel vehicle given the size and orientation of the strata lot. Therefore in accordance with the recommendations made by the Western Australian Planning Commission, the Town recommends the following conditions regarding vehicle safety:

- Restricted hours that the fuel vehicles may attend the site. A similar condition to that implemented as part of the approval at 300 Collier Road restricting vehicles during the peak periods.
- A condition to modify the median strip on Collier Road to be flush for a length of 10m to allow fuel vehicles to enter the site if turning right from Collier Road.
- Condition that a sign be installed adjacent to the Fairford Street crossover preventing fuel vehicles from entering to the east of the site.

- Percentage for Art Policy

The policy states that all development proposals that are commercial in nature with a value that exceeds \$1,000,000 requires a contribution. Whilst the application falls within the industrial zone, the use is considered commercial in nature. On this basis, the Town recommends implementing a condition for the public art contribution prior to submission of a building permit. The previous DAP application for the 7-Eleven Convenience Store at 300 Collier Road, was approved with this condition.

Council Recommendation:

To be provided following Council's consideration of the application for development approval.

Alternate Recommendation:

Not applicable.

Conclusion:

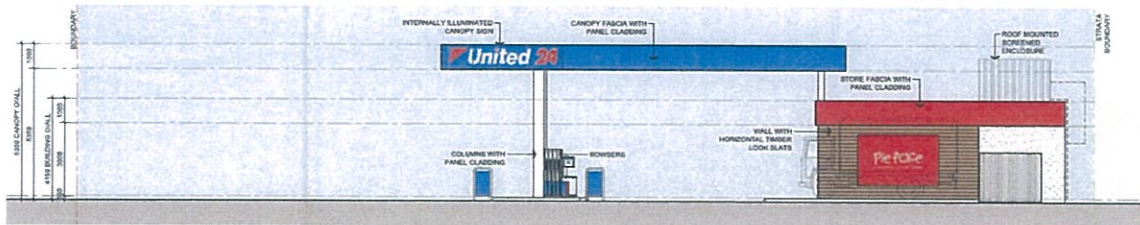
The application proposes a Convenience Store at Lot 125 (No. 3/335) Collier Road, Bassendean. As identified within this report, the proposed development satisfactorily addresses requirements contained within the Town's policies and LPS10 with the exception of the variations identified. Where Council Officers are of the view that a variation should not be accepted or have concerns regarding the proposal, conditions have been recommended to address the identified issues. The Town recommends that the application be approved subject to the conditions identified within the report.



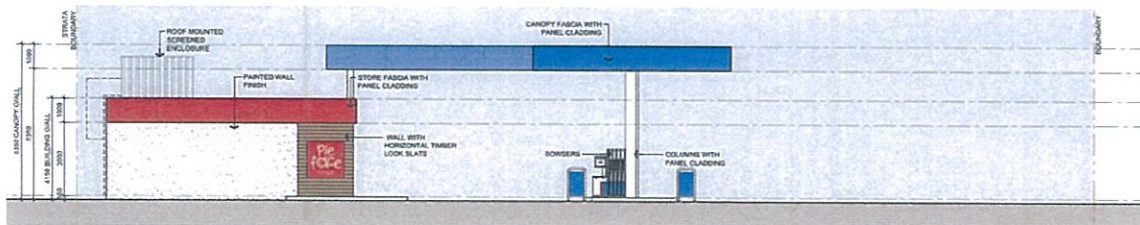
SOUTH EASTERN ELEVATION (COLLIER ROAD)
SCALE 1:100



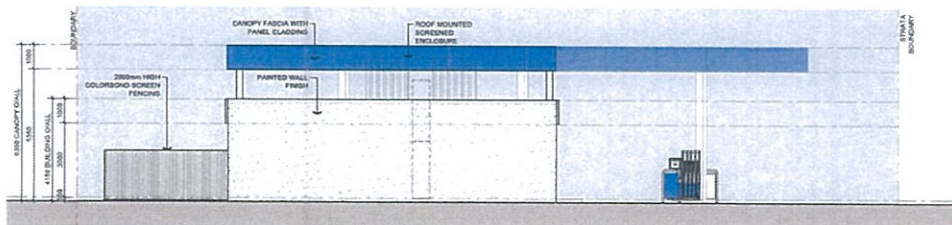
SOUTH EASTERN BUILDING ELEVATION (FRONT)
SCALE 1:100



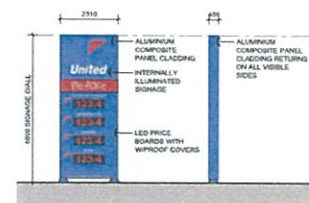
NORTH EASTERN ELEVATION (FAIRFORD ROAD)
SCALE 1:100



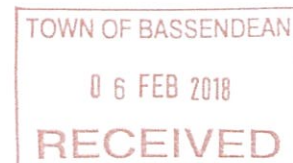
SOUTH WESTERN BUILDING ELEVATION (SIDE)
SCALE 1:100



NORTH WESTERN BUILDING ELEVATION (REAR)
SCALE 1:100



PROPOSED ILLUMINATED PYLON SIGNAGE
(TO BOTH SIDES OF PYLON)
SCALE 1:100



D	REVISED - BUILDING, SIGNAGE, COLOURS & CANOPY UPDATED	JC	NP	13.01.2018
C	REVISED	LY	NP	11.07.2017
B	REVISED FOR DA	LY	NP	17.05.2017
A	DA Submission	NP	NP	12.04.2017
revision/	description	drawn	checked	date
issue				
project	SERVICE STATION & CONVENIENCE STORE	drawn	description	
location	335 COLLIER ROAD, BASSENDEAND	LY	ELEVATIONS	
checked		NP		
Hodge Collard Preston	Third Floor, 28 Richardson Street, West Perth, WA 6005 PO Box 141, West Perth, WA 6005 Ph: (08) 9452 1141 Fax: (08) 9452 3140 Email: info@hodgecollard.com.au	scale 1:100 D A1	date 12.04.2017 project no 03.17 dwg no SK08 REV D	

ATTACHMENT NO. 4

Our Ref:DABC/BDVAPPS/2015-246:TR

ROWE GROUP (PLANNING DESIGN DELIVERY)
LEVEL 3, 369 NEWCASTLE STREET
NORTHBRIDGE WA 6003

Dear Sir or Madam:

PROPOSED CONCRETE BATCHING PLANT – (LOT 105) NO. 2-8 CLUNE STREET BASSENDEAN 6054.

I advise that your application has been approved by the State Administrative Tribunal (SAT), in accordance with the conditions specified on the attached Notice of Approval, with the Final Orders being:

1. The application is allowed;
2. The decision of the respondent made on 28 June 2016 to refuse the amended application as contained in the letter from Rowe Group to the respondent dated 22 August 2016 and the attachments is set aside and instead the application for development approval is granted subject to the conditions attached in Annexure A.

This approval applies to development approval only, and approval of detailed building plans and issue of a building permit must precede any development.

Should you wish to discuss any aspect of this matter further, please contact Council's Planning Officer Timothy Roberts directly on 9377 8024.

Yours faithfully



**BRIAN REED
MANAGER DEVELOPMENT SERVICES**

20 January 2017

KEPPEL HOLDINGS P/L ATF MANGIONE INVEST TRUST
PO BOX 419
MORLEY BC WA 6943

Encl: Determination on Application for Planning Approval
Copy of Approved Plan

**NOTICE OF DETERMINATION ON
APPLICATION FOR DEVELOPMENT APPROVAL
PLANNING AND DEVELOPMENT ACT 2005
TOWN OF BASSENDEAN
LOCAL PLANNING SCHEME NO. 10**

NAME OF OWNER: **KEPPEL HOLDINGS P/L ATF MANGIONE
INVEST TRUST**

ADDRESS: **2-8 CLUNE STREET BASSENDEAN 6054**

APPLICATION NUMBER: 2015-246

RECEIVED ON: 18/12/2015

**DESCRIPTION OF PROPOSED DEVELOPMENT: CONCRETE
BATCHING PLANT.**

The application for development approval is granted subject to the following conditions:

1. Prior to the issue of a building permit, a development bond for the sum of \$10,000 being lodged with the Town of Bassendean to ensure the satisfactory completion of all works associated with landscaping, car parking, access ways, screen walls, and other associated works. In the event the works are not completed to a satisfactory standard, the Town may call on the bond for the purposes of completing the works.
1. A detailed landscaping plan being submitted for approval prior to or in conjunction with the application for a Building Permit which demonstrates compliance with the following requirements:
 - (a) Provision of a minimum 6 shade trees for car parking on site;
 - (b) Shade trees being a minimum height of 2m at the time of planting;
 - (c) Eucalyptus Leucoxydon Rosea to be planted with a minimum pot size at the time of planting of 100L;
 - (d) All landscaped areas being reticulated;

(e) A focus on the use of local species as specified within the Town's adopted Local Planning Policy – Landscaping with Local Plants.

2. All landscaped areas shall be reticulated and maintained for the life of the development in accordance with the approved landscaping plants.
3. Any fencing to be setback a minimum of two (2) metres from the Clune Street frontage, behind the landscaping strip as marked in red on the approved drawings. Fencing is not permitted to be constructed along the alignment of the Clune Street property boundary. Fencing along the Wicks Street road reserve post resumption of the unzoned portion of the lot is to be subject of a separate planning application. Details of fencing to be submitted for the approval of the Town in conjunction with or prior to the issue of the Building Permit.
4. The proposed development is, at all times, to operate in accordance with the *Waste and Dust Management Plan and the Environmental Protection (Concrete Batching and Cement Product Manufacturing) Regulations 1998*.
5. Operating hours are to be restricted to 6:00am to 6:00pm Monday to Saturday (public holidays excluded), however no front end loader may operate prior to 7:00am.
6. The annual output (1 January to 31 December) of the facility is limited to 105,300m³ of concrete.
7. There is to be no access to the site by trucks and semi-trailers on Sundays or public holidays.
8. Average daily production of the plant not exceeding 350m³ per working day with a maximum production capacity of 375m³ on any given day without the further approval of the Town first having been obtained.
9. The amount of concrete batched on-site is to be provided quarterly to the Town by no more than 30 days after the end of each quarter ending 31 March, 30 June, 30 September and 31 December on any given year. The quarterly summary must identify and highlight for each working day the date and time that the maximum output was reached being:
 - (a) 350m³ as a daily average; and
 - (b) 375m³ as a daily maximum.

10. Prior to the building permit for the development being issued, detailed design drawings for the wastewater management system must be submitted to the Town for approval. The wastewater management system must thereafter be constructed in accordance with the approved plans.
11. Standing water shall not remain on site for a period greater than 120 consecutive hours, so as to minimise the possibility of mosquito breeding.
12. All uncontaminated stormwater and drainage runoff produced on site is to be disposed of onsite via the use of soakwells, approved by the Town. The soakwells must deal with the entire land area and be designed to contain a 24 hour storm duration and 100-year ARI.
13. A copy of an approval issued by the Department of Environment Regulation – Licensing Section for the operation of the facility shall be submitted to the Town prior to operations commencing.
14. Any stored aggregate or sand outside the building is to be either wetted at all times or covered to prevent wind driven dust erosion.
15. Any material spills outside the material bins or waste storage bins are to be immediately wetted prior to removal of the materials.
16. Trucks must be washed down at the slump stand before leaving the site.
17. No products, goods materials or waste shall be stored outside of the material bins or waste storage bins unless in a designated area that has been approved by the Town for this purpose.
18. A bine area is:
 - (a) To be provided of not less than 10m²,
 - (b) To be screened by a gate and brick walls or other suitable material to a height of not less than 1.8m;
 - (c) To be provided with 75mm minimum thickness concrete floors grading to a 100mm industrial floor waste, with a hose cock to enable both the bins and bin storage area to be washed out; and
 - (d) To be provided with internal walls that are cement rendered (solid and impervious) to enable easy cleaning.

19. Bins are to be washed only in approved wash down facility within the bin area; drained to a silt trap and disposal of via the Water Corporation sewer system or if this is not available, a leach drain soakwell system which is separate to the stormwater disposal system, or approved system, to the satisfaction of the Town of Bassendean.
20. The 19 car parking space and 18 trucks parking spaces and associated access ways shown on the approved drawings being constructed, kerbed, marked and maintained thereafter to the Town's satisfaction.
21. Car parking bays being setback two (2) metre minimum from the existing corner truncation as marked in red on the approved plans.
22. Concrete mixer trucks are to be parked within an approved truck parking bay only.
23. Truck parking bays are to conform to the relevant Australian Standards. Future truck parking as marked on the approved plans are not approved as part of the planning application and subject to a future application for development upon resumption of the unzoned portion of the lot.
24. The required crossover post resumption of the unzoned portion of land shall be constructed to Council's specifications. (Note: Separate application and approval required).
25. On completion of construction, all excess articles, equipment, rubbish and materials being removed from the site and the site left in an orderly and tidy condition.
26. No retail sales to be carried out from the premises.
27. Signage being subject to a separate application.
28. The street number being prominently displayed at the front of the development.
29. The issue of a Building Permit prior to the commencement of any on site works.

Footnotes:

- i) The Town of Bassendean encourages the retention of stormwater on-site through various best management practices, as laid out in its Planning Policy. Details of the stormwater containment and disposal method are to be provided with the building licence application.

Dial Before You Dig

Underground assets may exist in the area that is subject to your application. In the interests of health and safety and in order to protect damage to third party assets please telephone 1100 before excavating or erecting structures. If alterations are required to the configuration, size, form or design of the development upon contacting the Dial Before You Dig service, an amendment to the development consent (or a new development application) may be necessary. Individuals owe asset owners a duty of care that must be observed when working in the vicinity of plant or assets. It is the individual's responsibility to anticipate and request the nominal location of plant or assets on the relevant property via Dial Before You Dig "1100" number in advance of any construction activities.

Telecommunications Act 1997 (Commonwealth)

Telstra (and its authorised contractors) are the only companies that are permitted to conduct works on Telstra's network and assets. Any person interfering with a facility or installation owned by Telstra is committing an offence under the Criminal Code Act 1995 (Cth) and is liable for prosecution. Furthermore, damage to Telstra's infrastructure may result in interruption to the provision of essential services and significant costs. If you are aware of any works or proposed works which may affect or impact on Telstra's assets in any way, please contact Telstra's Network Integrity Team on 1800 810 443.

If the development the subject of this approval is not substantially commenced within a period of 2 years, or such other period as specified in the approval after the date of the determination, the approval shall lapse and be of no further effect.

Where an approval has so lapsed, no development shall be carried out without the further approval of the local government having first been sought and obtained.

BRIAN REED
MANAGER DEVELOPMENT SERVICES
for and on behalf of the Town of Bassendean

ATTACHMENT NO. 5



Town of Bassendean
35 Old Perth Road
Bassendean WA 6054
Phone: 9377 8000
Fax: 9279 4257
Email: mail@bassendean.wa.gov.au

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NORTH ROAD
NO PARKING
PROWSE ST - BROOK ST

8/03/2018

Scale: 1:800



ATTACHMENT NO. 6



Government of Western Australia
Public Transport Authority

Your ref :

Our ref :A3320505

Enquiries :le-Tehn Kwee

13 March 2018

Mr Ken Cardy
Manager Asset Services
Town of Bassendean
35 Old Perth Road
BASSENDAN WA 6054

Dear Mr Cardy

Cycling & Pedestrian Upgrade – Broadway Bassendean

The Public Transport Authority (PTA) is seeking Council's in principle support of the improvement of cycling and pedestrian infrastructure along Broadway from Iolanthe Street to Railway Parade terminating at the Bassendean Train Station.

Bassendean has been chosen as one of four stations access projects across the metropolitan suburban rail line network. The completed project is intended to showcase the community, social, health and environmental benefits of providing safer and more coherent access to train stations. PTA's intention is to continue to deliver improved bicycle and pedestrian infrastructure to its other stations. Bassendean was identified as a potential pilot project due to the good relationship PTA has with the Town, its commitment to enhancing cycling facilities and because the station already has one of the highest rates of cycling usage on the Midland line, with additional bicycle shelters installed recently.

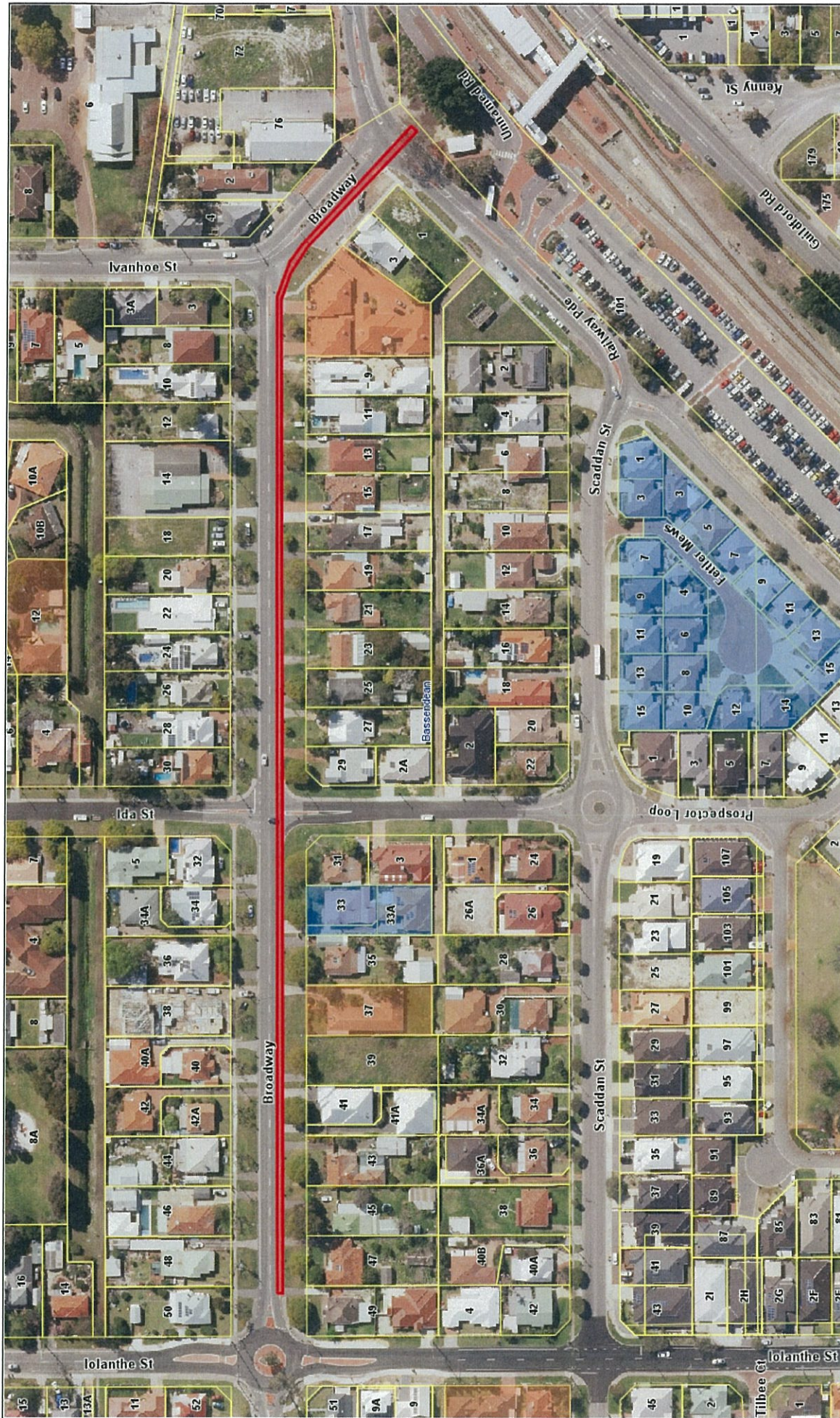
PTA intend to work collaboratively with the Town of Bassendean to seek options for the improvement of Broadway for pedestrians and cyclists. To assist this process, PTA have engaged GTA Consultants to work in close consultation with the Towns' officers. The feasibility design is being undertaken by PTA at no cost to the Town and is expected to be in the form of on-road improvements between Iolanthe and Ivanhoe Streets to avoid removal of trees and interference with driveway crossovers. It is also expected to enhance the area in the vicinity of Broadway and Railway Parade and add to the overall aesthetic feel to the area, with the safety of the Railway Parade crossing one of the key objectives.

The project is currently in the concept design phase. PTA proposes to submit in April 2018 a concept design to the Town of Bassendean for in-principle support with a view to complete the detailed design before the end of financial year. Following this approval the PTA in conjunction with the Town of Bassendean proposes to undertake a community consultation period using this concept design stage to inform the detailed design.

Thank you again for your time and assistance.

Yours sincerely

Mike Somerville-Brown
PROGRAM MANAGER BUS PRIORITY & CYCLING INFRASTRUCTURE



8/03/2018

Scale: 1:1500

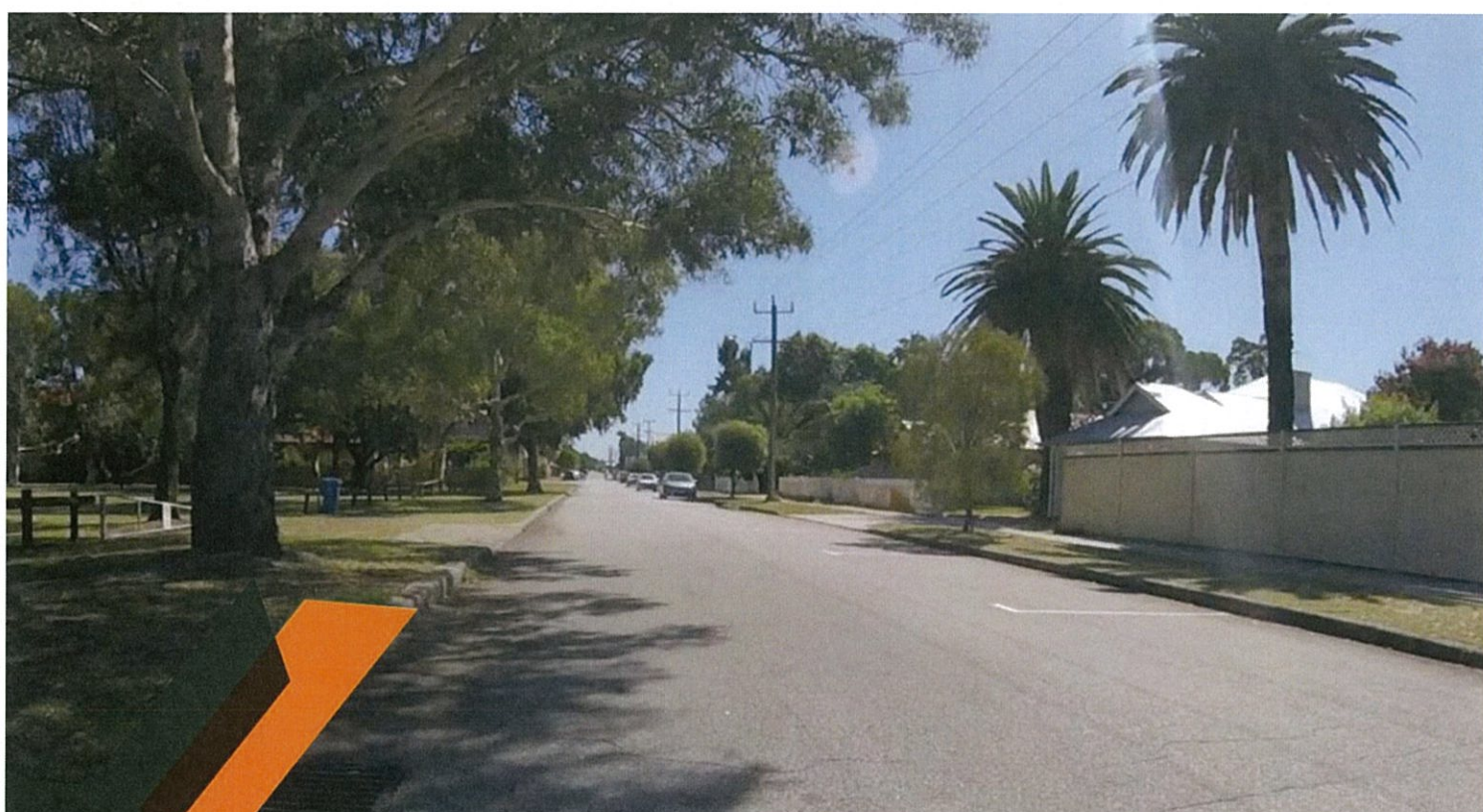
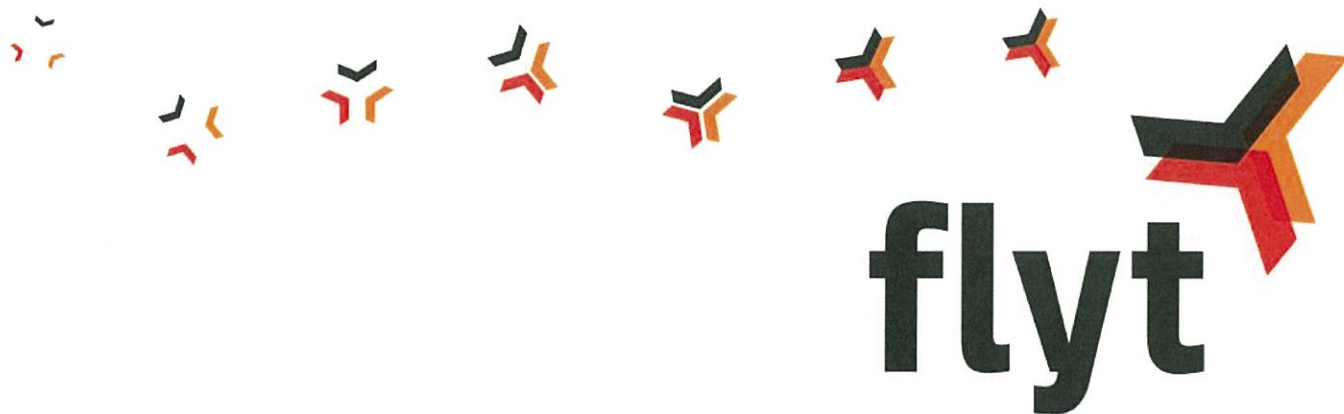
BROADWAY

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Town of Bassendean
35 Old Perth Road
Bassendean, WA 6054
Phone: 9377 8000
Fax: 9279 4257
Email: mail@bassendean.wa.gov.au



ATTACHMENT NO. 7



Consultation Report

WHITFIELD SAFE ACTIVE STREET PROJECT, TOWN OF BASSENDEAN

PROJECT	81113-347-FLYT-REP-0003			
Revision	Description	Originator	Review	Date
A	First Draft	MDR	CAS	08/03/2018
0	Issued	MDR	CAS	09/03/2018



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1. EXECUTIVE SUMMARY

The proposed Whitfield Safe Active Street project is part of a larger Safe Active Street program being rolled out across Perth, led by the Department of Transport (DoT).

The Safe Active Streets Program aims to provide more options for people and help achieve transport goals for Perth. Safe Active Streets aim to create safe and comfortable riding environments for bike riders with all levels of experience.

The Town of Bassendean recognise that the aims of the Safe Active Street program are aligned with many of the strategic priorities within the Town's Strategic Community Plan 2017-2027. The Town's Local Bike Plan 2012 identified Whitfield Street as a local connection suitable for a 'neighbourhood greenway' treatment, this style of treatment is now referred to as a Safe Active Street.

In 2017 the Town of Bassendean was successful in its application for funding by DoT for the delivery of the Project Scope and Concept Design of the Whitfield Safe Active Street (SAS) between Guildford Road and Sandy Beach Reserve.

The Whitfield SAS forms part of a second phase of proposed Safe Active Street projects considered by DoT, following on from the three pilot projects planned, designed and at various stages of delivery/construction.

1.1 Whitfield Safe Active Street Proposal

The proposed route of the Whitfield SAS was developed by the Town of Bassendean and supported by DoT through funding by the Department for the delivery of the Project Scope and Concept Design of the project.

The route and initial Town of Bassendean design intent for the safe active street can be summarised as follows (as shown in Figure 2):

- Primary on-street safe active street route:
 - Whitfield Street corridor between Old Perth Road and Ashfield Flats
- Off-street shared path route alongside Bassendean Shopping Centre (Hawaiian's Bassendean):
 - Whitfield Street corridor between Guildford Road and Old Perth Road
- Off-street shared path connection to Success Hill Station/Midland Line Principal Shared Path (PSP):
 - Link between Success Hill Station and Whitfield Street via Midland Line PSP, West Road shared path (western side of corridor) and Guildford Road shared path (southern side of corridor)
- Off-street shared path connection to Ashfield Flats/Sandy Beach Reserve:
 - Link between southern terminus of Whitfield Street and Sandy Beach Reserve car park via Whitfield Street-West Road shared path connection and West Road shared path (eastern side of the corridor) to Ashfield Flats/Sandy Beach Reserve/Swan River foreshore shared path network

1.2 Consultation Overview

The Town of Bassendean and DoT have worked together to develop the consultation process for the Whitfield SAS project. The objectives of this consultation period were to:

- Raise awareness of the Safe Active Street program and the constructed pilot projects
- Gather feedback to determine the level of acceptance in the broader community for the Whitfield SAS project
- Directly engage with residents, business owners and landowners along the route to gauge their sentiment towards the Whitfield SAS project
- Consult the community and stakeholders to seek input on the concept design for the Whitfield SAS project.

The Town of Bassendean and the DoT worked together to develop a consultation program that met the Town's requirements for consulting with stakeholders.

The methodology involved engaging directly impacted stakeholders (Whitfield Street residents, schools and local businesses) and other Town of Bassendean residents using various consultation methods. Methods included:

- Letter drop to 850 residents, landowners and local businesses on the street sections outlined in Section 4.2, informing them of the project
- Engagement through feedback gathering and information giving via the Town of Bassendean's Your Say interactive web platform
- Promotion of engagement opportunities via the Town's social media channels
- A Thursday evening community information session
- Correspondence with key stakeholders and residents, including Bassendean Primary School and Bassendean Shopping Centre (Hawaiian's Bassendean).

1.3 Recommendations

The Town of Bassendean will make a final decision on the outcome and design of the project. However, the following recommendations are suggested for consideration:

- Further detailed design should be undertaken considering inputs from residents and stakeholders who have raised issues to achieve a suitable outcome that meets project objectives and addresses community needs. In particular, some sections of the planned route attracted the most comments and will require further consideration by the Town. These were:
 - The location of the proposed cul-de-sac treatment on Whitfield Street between Old Perth Road and Palmerston Street – impact on service/delivery vehicle movements
 - Continuation of red asphalt treatment through raised intersections where the safe active street has priority (Palmerston Street, Deakin Place, Reid Street)
 - The introduction of slow points or raised plateaus on other streets that intersect the safe active street route (Bridson Street and Watson Street)
 - Review of the location and form of crossing of Old Perth Road
 - Review of the safe active street route between Guildford Road and Old Perth Road
 - Consideration of slow point design treatments either side of Bassendean Primary School
- The above issue areas should also form a key component of the peer review process which will be led by DoT and will enable input from design professionals external to the Town of Bassendean and DoT.
- Wayfinding options should be looked at to highlight the destinations linked by the safe active street.
- Additional and improved linkages and end of trip infrastructure should be incorporated into the further planning of the project to ensure people have a secure place to lock their bike at key destinations along the safe active street route.
- An ongoing community engagement program developed by DoT and the Town of Bassendean should be implemented to maximise the communities understanding and usage of the safe active street.

2. INTRODUCTION

2.1 Background to Safe Active Streets Program

The Department of Transport (DoT) is the lead agency in the planning, development, implementation and promotion of cycling in Western Australia.

The Western Australian Bike Network Plan (WABNP) 2014 -31 provides a blueprint for the development of metropolitan and regional cycle facilities to support bicycle trips. The aim is to increase cycle trips for transport purposes (i.e. to work, shops and school) and the plan focuses on a network of routes to facilitate this.

In March 2015, DoT together with the RAC, hosted a Cycling Imagineering Workshop and Ministerial Roundtable Dinner with stakeholders and two visiting Dutch transport planners. The aim was to explore innovative options to provide a safe and connected cycling network for people of all ages in Perth and regional towns.

A key outcome of the workshop and roundtable dinner was the State Government commitment to a demonstration Safe Active Streets program that would aim to create safe and comfortable riding environments for bike riders with all levels of experience.

Since 2015 the Safe Active Street program has evolved from its initial focus on safer routes for bike riders, to a program that seeks to create local family oriented routes, which through design interventions and enhanced landscaping seek to improve safety and increase amenity to encourage people to walk, cycle and activity use the street space.

The key objectives of a Safe Active Street are:

- To create a quiet, low traffic, low speed local street
- Designed to allow people in cars and on bikes to share the street safely
- Safe and comfortable for people walking and riding bikes – “from 8-80 years old”
- An active travel connection – to schools, shops, places, and where people live
- A family oriented route that offers more options for local trips and daily commutes
- Landscaped to increase amenity for people walking, riding and living on the street.

The key design features of Safe Active Street to achieve these objectives are:

- Speed limits are set to 30km/h – down from the standard 50km/h on local residential streets.
- Speed reduction treatments are installed at regular intervals along the route – typically treatments include single lane slow points, raised intersections, filtered permeability (cul-de-sacs) and change of priority.
- Travel way widths are reduced to approximately 4.5m – to allow two-way movement of vehicular traffic and slow speeds.
- Travel way widths through single lane slow points are reduced to approximately 3.0m – to allow one-way movement of vehicular traffic through the slow points to slow vehicle speeds.
- On-street parking is typically provided on one side of the street only – the location of on-street parking is typically alternated from one side of the street to the other either side of a single lane angled slow point.
- Where possible additional landscaping is provided to increase amenity for people walking, riding and living on the street – the additional landscaping can be provided through widened verges, planted islands at slow point treatments and planted islands at buildout treatments at the end of on street parking areas.

2.2 Safe Active Streets Pilot Projects

The pilot program has been developed to facilitate learning around what works and what doesn't within the Perth context by trialing design approaches based on best practice alongside elements tailored to local settings.



In 2015 four local authorities agreed to take part in pilot projects, selected on the basis of:

- achieving the desired outcomes of the program
- constructability in the short term
- the option to extend to a longer route/area
- high level support from executive staff and elected members within local government.

The projects progressed as pilots were:

- Leake and May Streets, Bayswater (Bike Boulevard / Safe Active Street project)
- Shakespeare Street, Mount Hawthorn (Bike Boulevard / Safe Active Street project)
- Surrey Road, Belmont (Bike Boulevard / Safe Active Street project)
- Robertson Road Cycleway, Joondalup (connecting stations and schools project).

A further seven projects are now in development by DoT and local government authorities. Ongoing monitoring and evaluation of these projects is underway and will result in the development of design guidelines over time to inform the delivery of Safe Active Streets going forward.

Images of the three pilot Bike Boulevard/Safe Active Street projects are shown in Figure 1.

Figure 1 Images of the three pilot Bike Boulevard/Safe Active Street projects (source: Flyt, 2017)



3. PROJECT BACKGROUND

The Town of Bassendean were successful in its application for funding by DoT for the delivery of the Project Scope and Concept Design of the Whitfield Safe Active Street (SAS) project. Following this successful application for funding, the Town commissioned Flyt in March 2017 to develop a concept design for the Whitfield SAS project.

The project included the development of a high-level schematic design of the preferred route highlighting opportunities and constraints and possible Safe Active Street treatments and cross-sections, as well as the development of a concept design for consultation with Elected Members and community engagement.

In addition, a high-level cost estimate was developed, and Flyt worked alongside a consultant hydrologist to identify water sensitive urban design concepts that could be incorporated into the detailed design of the proposed Safe Active Street speed reduction treatments.

In October 2017, Flyt presented to the Town of Bassendean's Liveable Town Advisory Committee, outlining the project and the concept design. In January 2018, Flyt were commissioned by the Town to undertake community engagement for the Whitfield SAS project.

This report outlines the community consultation undertaken in February and March 2018.

3.1 Context of the Whitfield Safe Active Street Project

The proposed Whitfield SAS project is part of a larger Safe Active Street program being rolled out across Perth, led by the Department of Transport (DoT). The Safe Active Street program aims to provide more options for people and help to achieve the transport goals for Perth, and the program aims to create safe and comfortable walking, riding and street activity environments for the local community.

The Town of Bassendean recognise that the aims of the Safe Active Street program are aligned with many of the strategic priorities within the Town's *Strategic Community Plan 2017-2027*. In addition, the *Town's Local Bike Plan 2012* identified Whitfield Street as a local connection suitable for a 'neighbourhood greenway' treatment, this style of treatment is now referred to as a Safe Active Street.

3.1.1 Town of Bassendean Strategic Community Plan 2017-2027

The Town's Strategic Community Plan was adopted in May 2017 following extensive community consultation from July to September 2016, which resulted in 1,200 responses. A further 80 community members attended workshops in November 2016. The Strategic Community Plan is premised on the sustainability principles within five key themes:

- Social
- Natural environment
- Built environment
- Economic
- Good governance.

In accordance with the Department for Local Governments and Communities legislated Integrated Planning and Reporting Framework, the Town will use the Strategic Community Plan to guide and structure its daily business. Feedback from the community via a survey and community engagement workshops consistently communicated eighteen aspects that the community value the most, of these three are clearly aligned with the aims of the Safe Active Street program:

- Flow and connection – i.e. bike paths, footpaths, train stations, communication
- Improving streetscapes – i.e. tree canopy retention, footpaths, verges, street lighting, and pedestrian movements and safety



- Community activation of spaces across all neighbourhoods within the Town – i.e. community gardens, open space improvement.

The Town took the eighteen aspects that the community value the most and developed these into a series of objectives and strategies around the sustainability principles within the five key themes. Those objectives and strategies that clearly align with the aims of the Safe Active Street program are:

Strategic Priority 1: Social

- Objective 1.2 – Ensure all community members have the opportunity to be active, socialise and be connected
 - Strategy 1.2.1 – Provide accessible facilities that support leisure, learning and recreation for people of all ages
- Objective 1.3 – Plan for a healthy and safe community
 - Strategy 1.3.1 – Facilitate safer neighbourhood environments
 - Strategy 1.3.2 – Promote and advocate community health and well-being

Strategic Priority 3: Built Environment

- Objective 3.2 – Enhance connectivity between places and people
 - Strategy 3.2.1 – Connect the Town through a safe and inviting walking and cycling network
 - Strategy 3.3.2 – Advocate for improved and innovative transport access and solutions
 - Strategy 3.2.3 – Enhance the liveability of local neighbourhoods
 - Strategy 3.3.2 – Enhance road safety through design
- Objective 3.3 – Enhance the Town's appearance
 - Strategy 3.3.1 – Improve amenity and public realm

Strategic Priority 5: Good Governance

- Objective 5.2 – Proactivity partner with the community and our stakeholders
 - Strategy 5.2.5 – Engage and communicate with the community

3.1.2 Town of Bassendean Local Bike Plan 2012

The Town's Local Bike Plan was prepared in September 2012 and identified the Whitfield Street corridor as being suitable for a 'neighbourhood greenway' treatment, this style of treatment is now referred to as a Safe Active Street. The Local Bike Plan outlines the key features of a neighbourhood greenway:

- Road closures and traffic calming devices to reduce traffic volumes and speeds
- High quality shared paths between road sections to create seamless linkages along a route
- Pavement markings, such as bicycle symbols, which guide cyclists on their positioning and remind motorists of the presence of cyclists
- Reversal of priorities at minor intersections to give the greenway priority
- Improved crossings at busy roads where the greenway cannot be given priority – e.g. large refuge islands, wombat crossings.

These key features are now also the corner stones of the design interventions to deliver Safe Active Streets.

The Local Bike Plan recommended that Whitfield Street is the first greenway to be trialled in Bassendean. The street corridor is recommended for such a treatment because of the connection it provides to a range of land uses and the grades along the street are relatively flat compared to neighbouring streets.

The Local Bike Plan outlined an example of how a greenway along the Whitfield Street corridor might look. The design features suggested included:

- Shared path or protected, two-way cycle (Copenhagen) lane along the western verge, north of Old Perth Road



- A wombat (raised zebra) crossing at Old Perth Road to give cyclists priority over vehicles at this location. Whitfield Street north leg would potentially need to be restricted to left-out-only to maximise safety at this location
- A cul-de-sac with shared pedestrian/cycle connection on Whitfield Street (south) at Old Perth Road. This is considered necessary to reduce traffic volumes on Whitfield Street and maximise safety at the crossing location
- A reversal of priorities at Palmerston Street to give the greenway priority
- A raised platform immediately south of Harcourt Street to slow traffic down in the vicinity of the school and break up an otherwise long, straight section of the street
- Reversal of priorities at Bridson Street
- Construction of a shared path connection between Bridson Street and Watson Street
- Reversal of priorities at Watson Street.

Many of these design features are the corner stone of the Whitfield SAS concept design, which has been subject to community consultation.

3.2 Overview of the Proposed Whitfield Safe Active Street Project

The route of the Whitfield SAS been developed by the Town of Bassendean and supported by DoT through funding by the Department for the delivery of the Project Scope and Concept Design of the project.

The route and initial Town of Bassendean design intent for the safe active street can be summarised as follows:

Primary Safe Active Street Route

- Whitfield Street corridor between Old Perth Road and Ashfield Flats
- On-street safe active street treatment

Route alongside Bassendean Shopping Centre (Hawaiian's Bassendean)

- Whitfield Street corridor between Guildford Road and Old Perth Road
- Off-street shared path treatment

Connection to Success Hill Station/Midland Line Principal Shared Path (PSP)

- Link between Success Hill Station and Whitfield Street via Midland Line PSP, West Road shared path (western side of corridor) and Guildford Road shared path (southern side of corridor)
- Use of existing PSP and existing shared path network

Connection to Ashfield Flats/Sandy Beach Reserve

- Link between southern terminus of Whitfield Street and Sandy Beach Reserve car park via Whitfield Street-West Road shared path connection and West Road shared path (eastern side of the corridor) to Ashfield Flats/Sandy Beach Reserve/Swan River foreshore shared path network
- Use of existing shared path network

Figure 2 shows the proposed Whitfield SAS route.

Figure 2 Whitfield Safe Active Street proposed route (source: Flyt, February 2018)



4. PURPOSE OF CONSULTATION

The Town of Bassendean and DoT have worked together to develop the consultation process for the Whitfield SAS project. The objectives of this consultation period were to:

- Raise awareness of the Safe Active Street program and the constructed pilot projects
- Gather feedback to determine the level of acceptance in the broader community for the Whitfield SAS project
- Directly engage with residents, business owners and landowners along the route to gauge their sentiment towards the Whitfield SAS project
- Consult the community and stakeholders to seek input on the concept design for the Whitfield SAS project.

4.1 Consultation Messages

To meet the objectives set out above, key messages were developed for all communication material.

The primary messages were:

- The Town of Bassendean and DoT have developed a concept design for a Safe Active Street along Whitfield Street
- Community feedback is sought on the concept design and Safe Active Street proposal
- Community feedback will be deliberated alongside other safety, technical and feedback considerations and could influence aspects of the concept design.

Secondary messages relating to Safe Active Streets more generally were:

- Safe Active Streets connect people to local destinations – schools, shops, places and where people live
- Safe Active Streets prioritise people walking and cycling along local residential streets
- Safe Active Streets connect people to their neighbours and local community
- Safe Active Streets make bike riding for everyday trips easy and safe
- Safe Active Streets reduce traffic speeds and traffic volumes.

4.2 Targets Audiences and Stakeholders

The Town of Bassendean considered residents, business owners and landowners along the following streets to be major stakeholders in the consultation program, with additional comment sought from other community members:

- Whitfield Street (Guildford Road to Ashfield Flats)
- West Road (Guildford Road to Sandy Beach Reserve)
- Hamilton Street (Guildford Road to Ashfield Flats)
- Old Perth Road (Guildford Road to Brook Street)
- Palmerston Street (Kenny Street to West Road)
- Harcourt Street (Wilson Street to Whitfield Street)
- Bridson Street (Kenny Street to West Road)
- Watson Street (Elder Parade to Bassendean Parade)
- Deakin Street (Hamilton Street to Bassendean Parade)
- Reid Street (Kenny Street to West Road)
- Iveson Place (Reid Street to Ashfield Flats).

The key stakeholders for this project were identified as:

- residents and landowners on impacted streets / in impacted areas
- local schools along or near to the route
- local businesses on the route.



4.3 Community Consultation Program and Methodology

The Town of Bassendean and the DoT worked together to develop a consultation program that met the Town's requirements for consulting with stakeholders.

The methodology involved engaging directly impacted stakeholders (Whitfield Street residents, schools and local businesses) and other Town of Bassendean residents using various consultation methods. Methods included:

- Letter drop to 850 residents, landowners and local businesses on the street sections outlined in Section 4.2, informing them of the project
- Engagement through feedback gathering and information giving via the Town of Bassendean's Your Say interactive web platform
- Promotion of engagement opportunities via the Town's social media channels
- A Thursday evening community information session
- Correspondence with key stakeholders and residents, including Bassendean Primary School and Bassendean Shopping Centre (Hawaiian's Bassendean).

Table 1 outlines the consultation program that was agreed and implemented by the Town and DoT:

Table 1 Whitfield SAS consultation program and methodology (source: Town of Bassendean and DoT, January 2018)

Milestone / Opportunity	Action
Community consultation period (4 weeks): Monday 5 February to Monday 5 March 2018	<ol style="list-style-type: none"> 1. Letter drop to 850 residents, landowners and businesses along the route regarding opportunity to participate in providing comments and feedback on concept design. 2. Relevant content regarding the project and consultation provided on Town of Bassendean webpages (Your Say interactive web platform). 3. Relevant content regarding the project and consultation promoted on Town of Bassendean social media channels. 4. FAQs and relevant information provided to Town of Bassendean service centre staff and library staff. 5. Feedback forms made available digitally and in print.
Community information session: Thursday 1 March 2018	<p>Community information session held to increase Town of Bassendean and DoTs understanding of stakeholders' positions, reasons and issues.</p> <p>The session helped to increase stakeholder understanding of the project and relevant technical aspects.</p> <p>Session was held at a local community facility near the route. Both the Town of Bassendean and DoT officers were present to answer questions and explain the project.</p>
Council briefing: Mid/late March 2018	<p>Submit engagement findings to Council agenda (consider amended concept design) – if required.</p> <p>Update communications materials based on community feedback (FAQS, map etc.) – if required.</p> <p>Update Town of Bassendean webpages with updated communications material and design – if required.</p> <p>Letter to residents regarding consultation outcomes and Council decision:</p> <ul style="list-style-type: none"> - Memo to councillors and offer of site walk through - Advice sent to local cycling advocacy groups for promotion

4.3.1 Letter Drop

A letter drop to 850 residents, landowners and local businesses on the street sections outlined in Section 4.2, was completed by Flyt on Friday 2nd February 2018. The letter drop material included the following information:

- Whitfield SAS project information sheet (2 pages)
 - Outlined the community consultation process and provided details of the community session
 - Provided an overview of the Whitfield SAS project route
- Whitfield SAS project frequently asked questions sheet (6 pages)
 - Outlined what a safe active street is
 - Outlined the project background
 - Outlined details of the safe active street program
 - Outlined the context of the safe active street program and Whitfield SAS project
- Whitfield SAS project feedback form (2 pages)
 - Outlined the community consultation process and provided details of how feedback can be provided
 - Provided an opportunity for respondents to confirm:
 - Do you generally support this project?
 - Do you have any comments, concerns or questions about the project?
 - What street do you live on?
 - Contact details (optional) – name, email

Copies of the letter drop material are provided in Appendix 1 and Figure 3 shows the street sections where the letter drop material was delivered.

Figure 3 Street sections where letter drop completed (source: Flyt, February 2017)



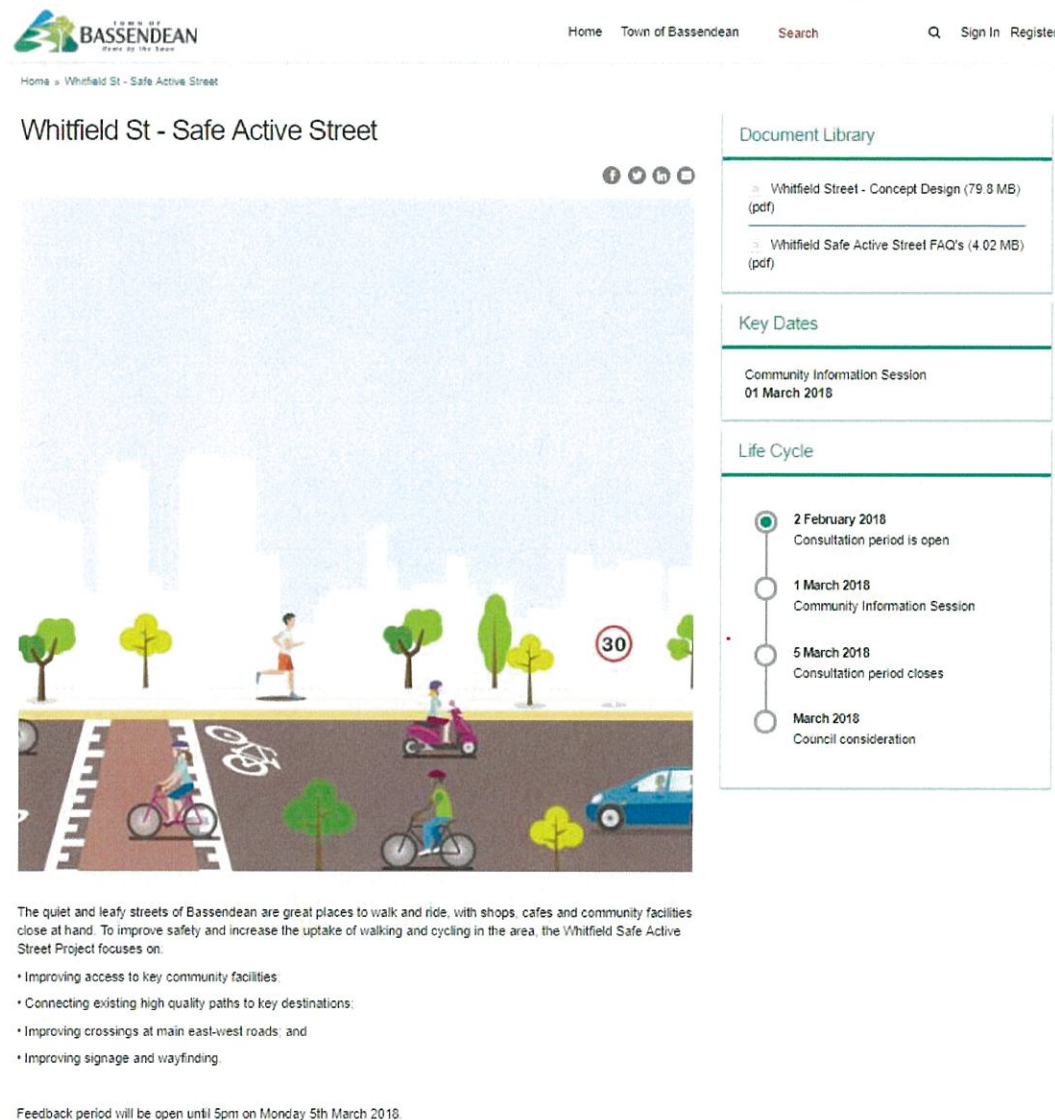
4.3.2 Town of Bassendean's Your Say Interactive Web Platform

The Town of Bassendean's interactive web platform Your Say was utilised to inform the community of the Whitfield SAS project and outline details of the community consultation period. The following information was provided through the Your Say platform:

- Introduction and overview of the Whitfield SAS project
- Option to download a copy of the typical cross sections and concept design (sheets 1-15) by Flyt dated 9 June 2017 – copies of the typical cross sections and concept design sheets are provided in Appendix 2
- Option to download the frequently asked questions (6 pages), which formed part of the letter drop information pack
- Details regarding the community information session
- Ability to sign-up to attend the community information session
- Ability to provide on-line feedback in relation to the project and concept design – in the same format as the hard copy feedback sheet, which formed part of the letter drop information pack.

Figure 4 shows the Town of Bassendean's Your Say interactive web platform for the project.

Figure 4 Town of Bassendean 's Your Say interactive web platform for Whitfield SAS project (source: ToB, February 2017)



Whitfield St - Safe Active Street

Document Library

- Whitfield Street - Concept Design (79.8 MB) (pdf)
- Whitfield Safe Active Street FAQ's (4.02 MB) (pdf)

Key Dates

- Community Information Session
01 March 2018

Life Cycle

- 2 February 2018
Consultation period is open
- 1 March 2018
Community Information Session
- 5 March 2018
Consultation period closes
- March 2018
Council consideration

The quiet and leafy streets of Bassendean are great places to walk and ride, with shops, cafes and community facilities close at hand. To improve safety and increase the uptake of walking and cycling in the area, the Whitfield Safe Active Street Project focuses on:

- Improving access to key community facilities;
- Connecting existing high quality paths to key destinations;
- Improving crossings at main east-west roads; and
- Improving signage and wayfinding.

Feedback period will be open until 5pm on Monday 5th March 2018.

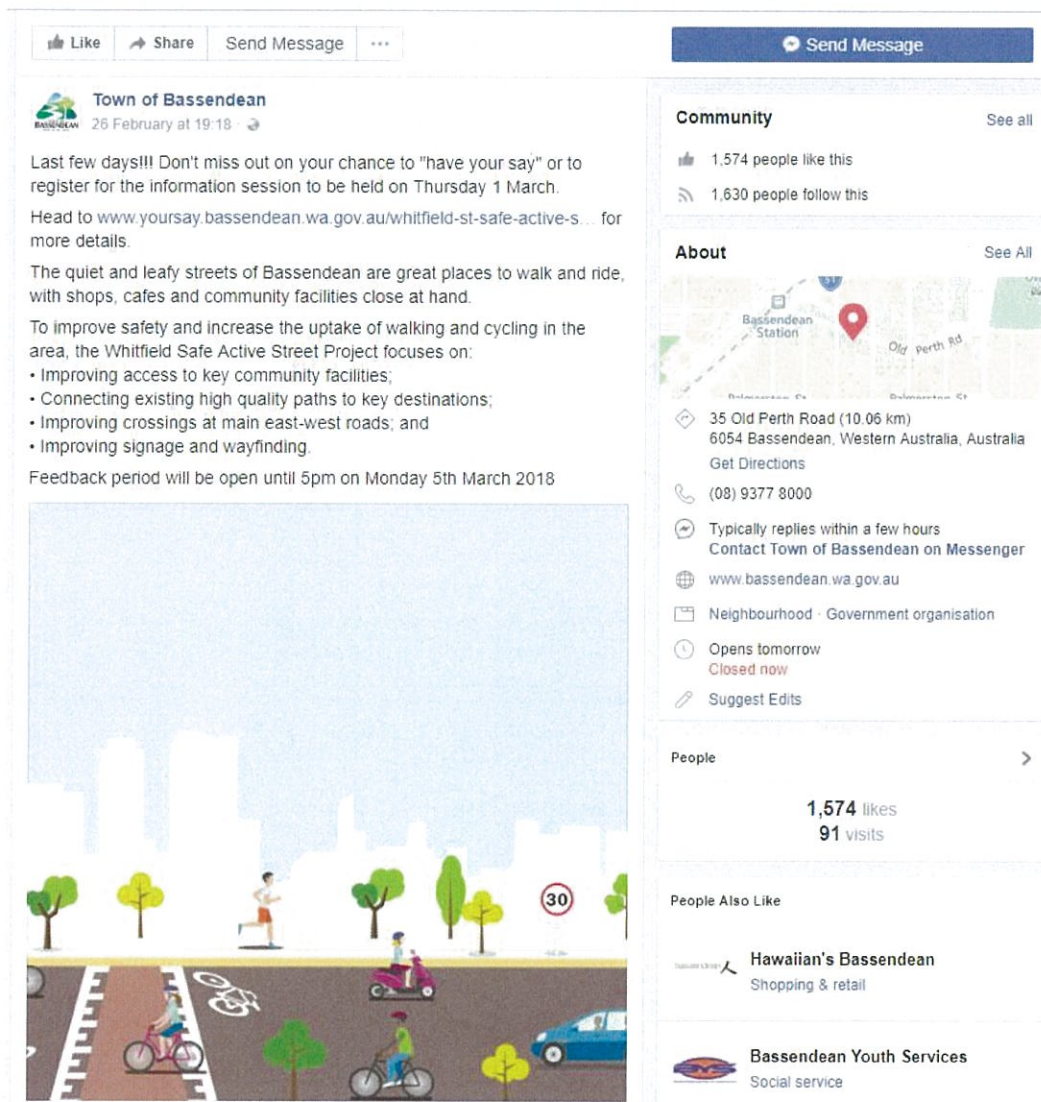
4.3.3 Town of Bassendean's Social Media Channels

The Town of Bassendean's social media channels were utilised to inform the community of the Whitfield SAS project and outline details of the community consultation period. The following information was provided through the Town's Facebook page:

- Introduction and overview of the Whitfield SAS project
- Link to the Town's Your Say interactive web platform, which provides the option to download a copy of the typical cross sections and concept design (sheets 1-15) by Flyt dated 9 June 2017 and download the frequently asked questions (6 pages), which formed part of the letter drop information pack
- Details regarding the community information session.

Figure 5 shows the Town of Bassendean's Facebook page advertising the project.

Figure 5 Town of Bassendean 's Facebook page advertising Whitfield SAS project (source: ToB, February 2017)



4.3.4 Community Information Session

A community information session was held on Thursday 1 March 2018, where Officers from the Town of Bassendean, DoT and members from consultants Flyt, were on hand to provide information, answer questions and gather feedback. Details of the community information session are outline below:

When: Thursday 1 March 2018
Time: 7pm-9pm
Venue: The Seniors Community Hall,
 50 Old Perth Road, Bassendean

The community information session was attendees by the following staff from the Town, DoT and Flyt:

- Town of Bassendean attendees:
 - Ken Cardy, Manager Asset Services
 - Andreea Balica, Engineering
 - Nicole Baxter, Engineering
 - Jeremy Walker, Streetscape – Environment
- Department of Transport attendees:
 - Fiona Goodbody, Cycling Team
 - Andrew McClurg, Cycling Team
- Flyt (transport planning consultancy) attendees:
 - Matt Root, Transport Planner
 - Chris Swiderski, Transport Planner

The community information session was attended by 31 members of the local community, as well as The Town of Bassendean Mayor and 1 Councillor.

The community information session was structured as follows:

- Session 1 - an introductory presentation to all local community attendees (7pm-7.30pm)
- Session 2 - key topics round table forum to enable all local community attendees to discuss the project and the concept design in more detail with members of the team from the Town, DoT and Flyt (7.30pm-9pm).

Session 1 – Introductory Presentation

An introductory presentation was jointly delivered by Cr Renée McLennan (Town of Bassendean Mayor), Fiona Goodbody (DoT Cycling Team) and Matt Root (Flyt Transport Planner).

The presentation covered the following areas (note: details in brackets indicates the presenter of the information):

- Welcome to attendees and outline the purpose of the community information session (Town)
- Overview of the Whitfield SAS projects value to the Town (Town)
- Overview as to why Whitfield Street is suitable for a safe active street treatment (Town)
- Overview of the land use context along the route (Town)
- Details of what is a safe active street and what treatments can be used to deliver them (DoT)
- Overview of the safe active street program (DoT)
- Outline of the next steps for the project (DoT)
- Outline of the proposed safe active street route (Flyt)
- Outline of the proposed safe active street treatments (Flyt)
- Outline of the proposed typical safe active street cross sections (Flyt)
- Overview of the three safe active street pilot projects delivered in Perth to date (Flyt)
- Overview as to why community feedback is important, and the role it will play moving forward (Flyt).

A copy of the presentation slides is provided in Appendix 3.

Session 2 – Key Topics Round Table Forum

A round table forum was held following the presentation, to enable the local community attendees to discuss the project and concept design in more detail with members of the team from the Town, DoT and Flyt.

At the end of the third week of the four week community consultation period, Flyt reviewed the 48 feedback responses received by that date (by 25 February 2018), and it was noted that the following five key topics were consistently raised in the community feedback:

- Walking, bike riding and accessibility
- Streetscape and amenity
- Parking
- Intersections and filtered permeability (cul-de-sacs)
- Speed reduction treatments.

Based on the feedback responses received by the 25 February 2018 and the five key topics raised in the feedback, it was agreed between the Town and DoT that the round table forum would consist of a facilitated table for each of the five key topics.

The Flyt team produced a series of presentation/talking point materials for each of the tables, in order to assist with the dialogue between the local community attendees and the table facilitators, in order to draw out the important aspects of community feedback around each key topic.

In addition to the five facilitated tables, the Flyt team produced the concept design on a large single sheet, which was setup in a side room within the venue to enable attendees to view the proposed route as a singular continuous route (rather than having to read across 15 concept design sheets).

Table 2 provides details of the facilitators from the Town, DoT and Flyt allocated to the key topic tables, as well as providing details of the expert team members that has a roving roll to meet with local community attendees and discuss the project and concept design in more detail.

Table 2 Key topic tables / table facilitators and experts with roving roll

Key Topic Tables	Table Facilitator
Walking, bike riding and accessibility	Andrew McClurg – DoT Cycling Team
Streetscape and amenity	Jeremy Walker – Town of Bassendean Streetscape/Environment Team
Parking	Ken Cardy – Town of Bassendean Manager Asset Services
Intersections and filtered permeability (cul-de-sacs)	Nicole Baxter – Town of Bassendean Engineering Team
Speed reduction treatments	Chris Swiderski – Flyt Transport Planner
Expert Roving Roll	Expert
Roving roll to discuss the project and concept design in more detail with the local community attendees	Fiona Goodbody – DoT Cycling Team Andreea Balica – Town of Bassendean Engineering Team Matt Root – Flyt Transport Planner

4.4 Communication and Consultation Plan

A Communications and Consultation Plan has been developed by DoT and the Town of Bassendean, which outlines further details of stakeholders, communication channels, timings, issues and proposed responses. The two organisations continue to meet regularly to coordinate the implementation of the plan.

5. CONSULTATION OUTCOMES

An overview of the responses/attendance following the various forms of engagement is outlined in Table 3.

Table 3 Whitfield SAS consultation activity and number of responses/attendance

Activity	Response or Attendance
Letter drop to local residents, landowners and businesses	<p>850 envelopes delivered – letter drop pack included:</p> <ul style="list-style-type: none"> Whitfield SAS project information sheet Whitfield SAS project frequently asked questions sheet Whitfield SAS project feedback form <p>32 hard copy survey/feedback form responses</p>
Engagement through the Town of Bassendean's Your Say interactive web platform	61 online survey/feedback form responses
Community information session on Thursday 1 March 2018 (7pm-9pm)	<p>31 community member attendees</p> <p>8 project team member attendees</p> <p>Attendance by the Town of Bassendean Mayor and 1 Councillor</p>
Correspondence with key stakeholders and residents, including Bassendean Primary School and Bassendean Shopping Centre (Hawaiian's Bassendean)	<p>The Town of Bassendean led direct engagement with Bassendean Primary School and Bassendean Shopping Centre (Hawaiian's Bassendean).</p> <p>At both locations display boards were used to advertise the community information session on Thursday 1 March 2018.</p>

5.1 Assessment Methodology

Printed feedback forms included space to allow respondents to indicate whether they generally supported the project or not, and to indicate what street they live on.

The Town of Bassendean's interactive web platform Your Say survey/feedback form required respondents to indicate whether they generally supported the project or not, and to indicate what street they live on.

Both printed and on-line feedback forms allowed respondents to provide detailed comments on the project (including the concept design).

The community consultation period was open for four weeks between 5 February and 5 March 2018. Any correspondence received after the 5 March 2018 will still be considered as the design develops, however is not included in this consultation report.

5.2 Overview of Submissions and Response Numbers

The community response statistics and issues raised during the consultation on the concept design are presented in the following sections. There were:

- 32 hard copy survey/feedback form responses
- 61 online survey/feedback form responses
- 93 Total Individual Responses**



5.2.1 General Support or Otherwise for the Project

Both the hard copy survey/feedback form and the online survey/feedback form asked respondents to indicate if they generally supported or not the project. Statistics relating to responses to this question are provided below, and the level of support is assumed from the context of the comments under the categories of “generally supportive”, “generally not supportive” or “not clear”.

- Table 4 – show the statistics for online responses
- Table 5 – shows the statistics from hardcopy responses
- Table 6 – shows the combined statistics for online and hardcopy responses
- Table 7 – shows the statistics for responses from residents along Whitfield Street
- Table 8 – shows the statistics for responses from residents from all other streets (non-Whitfield Street)

Table 4 Online survey / feedback form responses

Level of Support for Project	No. of Responses	% of Responses
Generally support the project (incl. with some changes)	48	79%
Generally don't support the project	13	21%
Not clear / not stated	0	0%
TOTAL	61	100%

Table 5 Hardcopy survey / feedback form responses

Level of Support for Project	No. of Responses	% of Responses
Generally support the project (incl. with some changes)	18	56%
Generally don't support the project	10	31%
Not clear / not stated	4	13%
TOTAL	32	100%

Table 6 Total online and hardcopy survey / feedback form responses

Level of Support for Project	No. of Responses	% of Responses
Generally support the project (incl. with some changes)	66	71%
Generally don't support the project	23	25%
Not clear / not stated	4	4%
TOTAL	93	100%

Table 7 Whitfield Street residents – total online and hardcopy survey / feedback form responses

Level of Support for Project	No. of Responses	% of Responses
Generally support the project (incl. with some changes)	25	64%
Generally don't support the project	12	31%
Not clear / not stated	2	5%
TOTAL	39	100%

Table 8 Non-Whitfield Street residents – total online and hardcopy survey / feedback form responses

Level of Support for Project	No. of Responses	% of Responses
Generally support the project (incl. with some changes)	41	76%
Generally don't support the project	11	20%
Not clear / not stated	2	4%
TOTAL	54	100%

5.2.2 Key Positives, Concerns and Issues Raised

Those who supported the proposed Whitfield SAS project generally noted the following positives:

- Slowing vehicles down along the street – excessive vehicle speeds is considered to be an issue along many of the local residential streets in the Town.
- The cul-de-sac removes the through movement of delivery vehicles along Whitfield Street between Palmerston Street and Old Perth Road.
- Safe active street treatments will make the street more pleasant for walking and recreation.
- It should be the typical design approach to residential street design across the entire Town.
- It will make the street a pleasant and safe environment to bike with children to Sandy Beach Reserve.
- Improvements to amenity along the corridor through enhanced verge treatments and new street trees – the use of native vegetation and street trees is important.
- The project helps the Town promote walking and cycling for a range of trip purposes.
- Provides opportunities for active use of the street space.

Those who supported the proposed Whitfield SAS project also raised some concerns including:

- Potential to extend the on-street safe active street treatment to the section of Whitfield Street between Old Perth Road and Guildford Road.
- Potential to make the safe active street one-way, or sections of the safe active street one-way to reduce through movement traffic along the route.
- Issues regarding on-street and verge parking around the intersection of Old Perth Road and Whitfield Street (south of Old Perth Road), impacting on sightlines at the crossover into the 85 OPR Apartments complex car park on Whitfield Street.
- Important to slow vehicles on streets which cross the safe active street route.
- Potential impact of increasing traffic volumes on surrounding streets.
- The Police using the 30km/h speed limit to infringe speeding motorists simply in order to collect revenues.
- Verge parking around Bassendean Primary School at school drop-off and pick-up times, leading to dangerous driving behaviors.
- Water sensitive urban design should feature in all additional planted areas created by the project.

Those who objected to the proposed Whitfield SAS project generally raised the following issues:

- The project would encourage more cyclists to use the street, which will cause a disturbance.
- The negative impact the project would have on parking around Bassendean Primary School and the impact it would have on the school drop-off/pick-up.
- Budgets should be spent on separate bike paths and not on shared biking environments such as safe active streets.
- Potential impact on surrounding streets as a result of traffic and delivery trucks re-routing from the section of Whitfield Street between Palmerston Street and Old Perth Road (as a result of the proposed cul-de-sac treatment).
- Noise pollution impacts on local residents when vehicles go over raised plateau intersections.
- Impact on delivery/service vehicles to the 85 OPR Apartments complex (vehicular access off Whitfield Street) – large trucks require access to the rear laneway behind the complex and there is insufficient kerbside space for collection of bins).
- Limited cyclists currently use the corridor and other streets provide better routes to connect to the existing bike network.
- On-street parking is heavily used along the corridor and any further loss of on-street parking would cause parking issues along the corridor and along surrounding streets.

5.3 Overall Issues Raised and Mitigation

The most common issues identified throughout community consultation are recorded in the Table 9 below, and a response to each issue has been developed which reflects an approach that the Town of Bassendean and DoT could adopt to mitigate the issues raised.

A full list of online survey/feedback form responses received during the community consultation period (5 February to 5 March 2018) is included in Appendix 4.

A full list of hardcopy survey/feedback form responses received during the community consultation period (5 February to 5 March 2018) is included in Appendix 5.

Table 9 Whitfield SAS consultation overall issues raised and mitigation

Issue Raised	Response / Mitigation
<p>Issues associated with the proposed cul-de-sac treatment along Whitfield Street between Palmerston Street and Old Perth Road:</p> <ul style="list-style-type: none"> • Restricts access for delivery vehicles to commercial premises • Potential access issues for delivery/service vehicle access to the 85 OPR Apartments complex • Potential access issues for weekly collection of waste bins – limited kerbside space for bin collection 	<p>Based on the online/hardcopy feedback and discussions with community information session attendees; broadly it appears that local residents who live within the vicinity of the proposed cul-de-sac treatment are supportive of the proposal, whilst local business owners do not support the proposal.</p> <p>The location of the proposed cul-de-sac was carefully considered in order to split the section of Whitfield Street between Palmerston Street and Old Perth Road into two parts with different functions:</p> <ul style="list-style-type: none"> • Northern section would be accessed via Old Perth Road and provide vehicular access to the buildings with frontages on Old Perth Road (three single residential properties would still be access off this street section) • Southern section would be accessed via Palmerston Street and provide vehicular access to five single residential properties <p>The cul-de-sac treatment would remove through traffic movements from this street section and provide the following benefits:</p> <ul style="list-style-type: none"> • Remove large delivery vehicles from what is a residential street – large Toll trucks use the street to access Bassendean Shopping Centre (Hawaiian's Bassendean) • Reduce the volume of traffic past the 85 OPR Apartment complex car park crossover – which will improve safety for exiting vehicles <p>In order to accommodate kerbside bin collection for the 85 OPR Apartment complex, the Town may need to consider the removal of the southern most embayed car parking bay of the four bays adjacent to the apartment complex on Whitfield Street. The removal of one car parking bay should provide sufficient hardstand area for kerbside bin collection.</p>

Issue Raised	Response / Mitigation
<p>Continuation of red asphalt treatment through raised intersections where the safe active street has priority (Palmerston Street, Deakin Place, Reid Street).</p>	<p>The Town should consider the continuation of the red asphalt through the raised intersections where the Whitfield SAS has priority, these are:</p> <ul style="list-style-type: none"> • Palmerston Street and Whitfield Street intersection • Deakin Place and Whitfield Street intersection • Reid Street and Whitfield Street intersection <p>The continuation of the red asphalt treatment may help to reinforce the priority of the safe active street route and provide an edge line that reinforces the stopline on the minor approaches to these intersections.</p> <p>The Town should consider this issue in combination with any response relating to this matter from the DoT peer review process.</p>
<p>Introduction of slow points or raised plateaus on other streets that intersect the safe active street route.</p>	<p>Raised plateaus have been proposed on the approach to the safe active street route from all intersecting streets where there is proposed to be a change in priority, these are:</p> <ul style="list-style-type: none"> • Palmerston Street approach to Whitfield Street • Reid Street approach to Whitfield Street <p>The Town could consider the introduction of raised plateaus on the approach to Whitfield Street from Bridson Street and Watson Street, if the Town do not consider the proposed raised intersections in these locations as sufficient to slow vehicle speeds.</p> <p>When considering this issue the Town should review the different levels of priority along the Bridson Street and Watson Street corridors:</p> <ul style="list-style-type: none"> • Bridson Street has priority from Kenny Street through to West Road and could benefit from additional raised plateaus either side of the proposed raised intersection at Whitfield Street – particularly to the west of Whitfield Street • Watson Street only has priority between Hamilton Street and West Road – there may be limited benefit in additional raised plateaus either side of the proposed raised intersection at Whitfield Street <p>The Town should consider this issue in combination with any response relating to this matter from the DoT peer review process.</p>

Issue Raised	Response / Mitigation
<p>Issues relating to Old Perth Road and Whitfield Street intersection:</p> <ul style="list-style-type: none"> • Sightlines for turning traffic (issues with trees in the median islands) • Impacts of large delivery vehicles turning at the intersection 	<p>A number of respondents noted the poor visibility for all road users at the intersection and the restricted sightlines cause by the trees in the median islands. A number of respondents proposed the realignment of Old Perth Road to improve visibility – this is outside of the scope of this project and would not seem feasible given the built form surrounding the intersection.</p> <p>The Town is aware of the use of the intersection by large delivery vehicles and designed the left turn from Whitfield Street into Old Perth Road towards West Road with a traversable median to accommodate that particular movement for delivery vehicles.</p> <p>The concept design has sought to work within the built form constraints imposed by the issues raised above and proposes a raised crossing to the east of the Whitfield Street and Old Perth Road intersection that should achieve clear sightlines for those using the crossing and vehicles approaching the crossing.</p> <p>The Town should consider the issues around this intersection in combination with any response relating to this matter from the DoT peer review process.</p>
<p>Widen the proposed shared path route between Old Perth Road and the Midland Line Principal Shared Path (PSP) – particularly adjacent to Bassendean Shopping Centre (Hawaiian's Bassendean).</p>	<p>The Town should consider during the 85% design process, where possible trying to achieve a shared path width of 3.0m (the concept design is based upon a 2.5m shared path width).</p> <p>Consideration should be given to the impact on existing verge widths, street trees and utilities (most notably above ground power and street lighting).</p> <p>The Town should consider this issue in combination with any response relating to this matter from the DoT peer review process.</p>
<p>Widen the proposed shared path route between the southern end of Whitfield Street and Sandy Beach Reserve.</p>	<p>The Town should consider during the 85% design process, where possible trying to achieve a shared path width of 3.0m (the concept design is based upon a 2.5m shared path width).</p> <p>Consideration should be given to the impact on existing verge widths, street trees and utilities (most notably above ground power and street lighting).</p> <p>The Town should consider this issue in combination with any response relating to this matter from the DoT peer review process.</p>

Issue Raised	Response / Mitigation
<p>Proposed re-routing of the shared path connection between Old Perth Road and Guildford Road via West Road and a shared path along the front of Bassendean Shopping Centre (Hawaiian's Bassendean)</p>	<p>The Town's original design intent for this project (provided to Flyt at the beginning of the concept design development process), was for a route that included the connection between Old Perth Road and Guildford Road via the Whitfield Street corridor. This route is consistent with the alignment of the Whitfield Street neighbourhood greenway treatment identified within the Town's Local Bike Plan 2012.</p> <p>The Town should review the alternative alignment via West Road and determine which route option (either via Whitfield Street or via West Road between Old Perth Road and Guildford Road) meets the majority of the objectives of the proposed safe active street route. It is likely that this review was completed in 2012 during the development of the Town's Local Bike Plan.</p> <p>Whilst the proposed route alignment via a shared path along the eastern side of Whitfield Street crosses three crossovers into Bassendean Shopping Centre (Hawaiian's Bassendean), which provide access to smaller car parking areas and delivery vehicle loading docks, the alternative route via a shared path along the western side of West Road would cross two crossovers into Bassendean Shopping Centre (Hawaiian's Bassendean), which are the two primary access points to the shopping centres car parking.</p>
<p>Proposed re-routing of the on-street Whitfield SAS route between Reid Street and Ashfield Flats via an off-street shared path treatment along Reid Street and down West Road. Issues raised:</p> <ul style="list-style-type: none"> Residents on the section of Whitfield Street between Reid Street and Ashfield Flats do not want a footpath installed along the eastern side of the street – residents do not want an increased number of pedestrians along this section of street. Residents on the section of Whitfield Street between Reid Street and Ashfield Flats do not want a safe active street treatment along this section of street – residents do not want an increased number of cyclists along this section of street because it is considered dangerous with movements of trailers and boats into and out of residential crossovers. 	<p>Feedback responses were received from residents in the section of Whitfield Street between Reid Street and Ashfield Flats that they do not support the safe active street proposal because they do not want additional pedestrian and cyclist activity along that street section, which they feel would be the outcome of the safe active street proposals.</p> <p>Responses received during the community information session were that the presence of additional pedestrians and cyclists could increase anti-social behaviour, criminal activity and create a dangerous road environment.</p> <p>International research suggests that increase pedestrian and cyclist activity in an area reduces anti-social behavior and criminal activity due to the passive surveillance by those walking and cycling along the street provide.</p> <p>The presence of pedestrians or cyclists within a residential street environment should not make the movement of trailer or boats into and out of residential crossover more dangerous. Pedestrians and cyclists are using the street now and as such due care and attention for all road users should be taken at all times when entering and exiting residential crossovers.</p>

Issue Raised	Response / Mitigation
	<p>The proposed re-routing of the on-street Whitfield SAS route between Reid Street and Ashfield Flats via an off-street shared path connection along Reid Street and down West Road is considered to be less desirable for pedestrians and cyclists for the following reasons:</p> <ul style="list-style-type: none"> • This route would require combined pedestrian and bike crossings of Reid Street and West Road, which are not required as part of the original proposed route. • The location of the combined pedestrian and bike crossings would be close to the Reid Street and West Road intersection. The restricted sightlines within the vicinity of this intersection would make it difficult to install crossings in locations that have clear sightlines. • The proposed route provides priority for the safe active street corridor across Reid Street, which has average weekday traffic volumes of 1,950 vehicles. The suggested alternative route would not provide priority to pedestrians or cyclists across Reid Street which has a significant traffic flow. <p>Based on the rationale set out above, the alternative route is considered to be less desirable for users of the safe active street corridor and less safe for users of the safe active street corridor.</p> <p>As such the proposed route is considered to provide a corridor this offers priority to users of the safe active street, and is a safe and intuitive route for users of the safe active street.</p>
<p>Impact on the concept design of regular localised flooding at the corner of Bridson Street and Whitfield Street</p>	<p>The Town should consider during the 85% design process, the impacts of regular localised flooding along the proposed safe active street route and the opportunities that this project may offer in order to address the impacts of the flooding through water sensitive urban design outcomes, such as raingardens.</p>
<p>Consideration in relation to the design of slow point treatments along Whitfield Street either side of Bassendean Primary School, to ensure bike movements are not restricted during school drop-off and pick-up times</p>	<p>A number of respondents noted that the proposed single lane parallel slow points on Whitfield Street either side of Bassendean Primary School could lead to cyclists being delayed for an extended time during peak school drop-off/pick-up times, when traffic movements are at their peak and cyclists do not feel comfortable attempting to take priority through the slow point treatment.</p> <p>The Town should consider during the 85% design process, the use of kerbside bike bypass lanes in these locations to provide bike priority (as per the Surrey Road slow point treatments).</p>

Issue Raised	Response / Mitigation
Proposed use of 'Local Traffic Only' signs along the safe active street route	<p>As part of the wider Safe Active Street Program the DoT have sought to reduce road signs wherever possible to ensure the street environment does not become 'cluttered' as a result of safe active street designs.</p> <p>It is unlikely that the use of 'Local Traffic Only' signs would significantly reduce through traffic along a safe active street corridor which is proposed to include significant speed reduction treatments such as raised plateau intersections and single lane slow point treatments.</p>
Limited local community desire for additional street furniture along the corridor	<p>Based on the feedback from attendees at the community information session, there is limited support for additional street furniture along the route, as such additional seating/benches.</p> <p>Based on this community feedback, then the Town should not consider designing spaces along the safe active street route to accommodate additional seating/benches. The Town should continue to locate these facilities in existing recreational spaces.</p>
Location of slow point treatments along Whitfield Street and their impact on residents towing larger items such as trailers, boats and caravans	<p>The Town should consider during the 85% design process, the exact location of slow point treatments along the route.</p> <p>At such time that the Town have a clear understanding of the proposed location of slow point treatments, then the Town should seek to meet on-site with residents where a slow point is proposed to be outside of their property. This is to ensure access is maintained and residents clearly understand why a particular location has been selected for a slow point treatment.</p>

Additional issues raised during the community consultation period, which are not directly related to the Whitfield SAS project, but should be noted by the Town include:

- A number of respondents raised as an issue the restricted left in only access from Guildford Road into the Bassendean Shopping Centre (Hawaiian's Bassendean) car park/delivery vehicle loading dock, at the northern end of the shopping centre. This arrangement forces exiting delivery vehicles to use the Whitfield Street corridor to exit via Old Perth Road. It was suggested by respondents that a left in / left out access with Guildford Road should be sought to remove some of the delivery vehicle movements from Whitfield Street and Old Perth Road. This issue should be considered by the Town and discussed with Bassendean Shopping Centre (Hawaiian's Bassendean) and Main Roads WA as required.
- A number of respondents raised an issue with the lack of car parking facilities in the vicinity of Palmerston Square – an option that was noted by a few respondents was to provide angled car parking along the western side of Whitfield Street, between the existing kerbline and the low wooden fence within the park.

- A number of respondents raised an issue with no formal footpath within Palmerston Square, making access to the play park difficult when the park becomes water logged or the grass is wet/long – an option that was noted by a few respondents was to provide a formal footpath along the northern side of the park between Whitfield Street and Hamilton Street passing by the play park.
- A few respondents raised an issue with the lack of parking at Sandy Beach Reserve and the potential nature play facility proposed for Sandy Beach Reserve leading to additional parking pressure in the local area and people parking in the section of Whitfield Street between Reid Street and Ashfield Flats and walking to the nature play facility. This is considered unlikely given the walk distance between these locations (minimum 550m walk) and the available unrestricted on-street parking along West Road much closer to the proposed nature play facility. In addition, the safe active street proposal does not make this section of Whitfield Street any more or less attractive for people wishing to park and walk to any future nature play facility than is the case if the street remains in its current form – where unrestricted kerbside parking is available along the entire street section.

6. RECOMMENDATIONS

The Town of Bassendean will make a final decision on the outcome and design of the project. However, the following recommendations are suggested for consideration:

- Further detailed design should be undertaken considering inputs from residents and stakeholders who have raised issues to achieve a suitable outcome that meets project objectives and addresses community needs. In particular, some sections of the planned route attracted the most comments and will require further consideration by the Town. These were:
 - The location of the proposed cul-de-sac treatment on Whitfield Street between Old Perth Road and Palmerston Street – impact on service/delivery vehicle movements
 - Continuation of red asphalt treatment through raised intersections where the safe active street has priority (Palmerston Street, Deakin Place, Reid Street)
 - The introduction of slow points or raised plateaus on other streets that intersect the safe active street route (Bridson Street and Watson Street)
 - Review of the location and form of crossing of Old Perth Road
 - Review of the safe active street route between Guildford Road and Old Perth Road
 - Consideration of slow point design treatments either side of Bassendean Primary School
- The above issue areas should also form a key component of the peer review process which will be led by DoT and will enable input from design professionals external to the Town of Bassendean and DoT.
- Wayfinding options should be looked at to highlight the destinations linked by the safe active street.
- Additional and improved linkages and end of trip infrastructure should be incorporated into the further planning of the project to ensure people have a secure place to lock their bike at key destinations along the safe active street route.
- An ongoing community engagement program developed by DoT and the Town of Bassendean should be implemented to maximise the communities understanding and usage of the safe active street.

Appendix 1 – Letter Drop Material

- Whitfield SAS Project Information Sheet (2 pages)
- Whitfield SAS Project Frequently Asked Questions Sheet (6 pages)
- Whitfield SAS Project Feedback Form (2 pages)





Department of
Transport



Town of Bassendean

WHITFIELD

SAFE ACTIVE STREET PROJECT

The quiet and leafy streets of Bassendean are great places to walk and ride, with shops, cafes and community facilities close at hand. To improve safety and increase the uptake of walking and cycling in the area, the Whitfield Safe Active Street Project focuses on:

- Improving access to key community facilities;
- Connecting existing high quality paths to key destinations;
- Improving crossings at main east-west roads; and
- Improving signage and wayfinding.

Community consultation

You are receiving this information pack because you are a local resident or business owner who may be interested in the Whitfield Safe Active Street Project.

As part of the project, and to support its development, a community feedback period is running until Friday 2 March 2018.

During this period local residents and business owners will receive this information pack which includes an overview of the project, information on the Safe Active Streets Program, a set of responses to frequently asked questions and a feedback form.

These materials, along with the concept design for the project, are available online on the Town of Bassendean's website. Printed copies of the concept design are available by calling the Town on 9377 9000.

Your comments, concerns and questions regarding the project can be provided via the feedback form in this pack, online and at the community information session.

Community information session

We would like to invite you to attend a community information session on 1 March 2018, where Officers from the Town of Bassendean and Department of Transport will be on hand to provide information, answer questions and gather feedback.

Please register for the session at www.yoursay.bassendean.wa.gov.au or by calling 9377 9000.

For more information:



www.yoursay.bassendean.wa.gov.au



mail@bassendean.wa.gov.au



9377 9000

The session details are as follows:

WHEN: Thursday, 1 March 2018

TIME: 7:00 pm

VENUE: The Seniors Community Hall,
50 Old Perth Road, Bassendean





Disclaimer: The information contained in this publication is provided in good faith and believed to be accurate at time of publication. The Town shall in no way be liable for any loss sustained or incurred by anyone relying on the information.

January 2018





Town of Bassendean

WHITFIELD

SAFE ACTIVE STREET PROJECT

Frequently asked questions

What is a safe active street?

Safe active streets create quieter local roads and a safer environment for families, pedestrians and bike riders. The streets have a distinctive look and combine bicycle and vehicle traffic with a maximum speed limit of 30km/h. These features help to identify the street as a route for local trips that are low stress, convenient and enjoyable for walking and cycling.

With the speed limit reduced and the implementation of various traffic calming measures such as raised intersections and slow points, streets become much safer for the community to enjoy.

Additional trees and greenery are also planted to provide shade for street users and improve the visual appeal of the street.

Quiet local streets with low traffic volumes make the ideal locations for safe active streets. Routes are selected based on these requirements and, to ensure they form connections between parks, schools, shops and other community facilities.

What are safe active streets?

Safe active streets are:

- 1 local streets with few cars, travelling at low speeds, that prioritise bike riding and enhance conditions for walking.
- 2 an important new part of Perth's integrated transport network offering safe and comfortable routes for people riding bikes.
- 3 an active transport connection between parks, schools, shops, workplaces and where people live.
- 4 part of the Safe Active Streets Program, providing more transport options for short trips and the daily commute.



THE BACKGROUND

Why was Whitfield Street chosen to become a safe active street?

The Whitfield Street corridor was identified in the Town of Bassendean's *Local Bike Plan 2012*, as being a key local connection that is suitable for a 'neighbourhood greenway' treatment (now referred to as a safe active street).

Whitfield Street runs north to south through the southern half of the Town, and is relatively flat compared to surrounding streets. The corridor provides connections to a range of community facilities and key cycle network routes, including:

- Bassendean Primary School;
- Bassendean town centre and shopping centre;
- Bassendean Station and Success Hill Station (via the existing path network);
- Midland Rail Line Principal Shared Path (via the existing path network);
- Ashfield Flats, Sandy Beach Reserve and the Swan River foreshore (via the existing path network).

THE PROJECT

Why change the street for bikes? People can ride if they want to now.

International research has shown that more people will ride bikes when they feel safe, and that bike routes on streets where speeds are slowed to 30km/h are recommended to maximise safety and increase bike riding.

The Department of Transport is working with local government authorities to deliver a plan across Perth which will connect up a network of bike-friendly routes – safe active streets form part of this network.

Will there be big groups of fast cyclists riding down the street?

Not likely. Whitfield Street does not form part of a designated route for established group rides, which typically use more direct major roads.

Safe active streets are ideal for slow speed riding. The street context and design, including raised intersections and slow points will not encourage groups of fast moving recreational cyclists.

How will people know they are on a safe active street?

When entering the street, blue-and-white safe active street road patches, 30 km/h speed limit signs and raised intersections help to slow traffic and alert people that they are in a bicycle and pedestrian friendly space.

Along the route, bike symbols and red pavement are used to mark out the safe active street and suggest where bikes should ride.

How will you make traffic slow down?

The speed limit along the safe active street is set at 30km/h. Treatments, including raised intersections and slow points, are capable of changing the road environment so that motorists are only capable of driving at a maximum speed of 30km/h.

Can cars pass people riding bikes?

Yes, as per WA road rules a driver may overtake a person riding a bike if there is enough space to do so safely, they have a clear view of the road ahead and they do not exceed the 30km/h speed limit.

The State Government has recently introduced new minimum passing distance laws to protect people riding bikes, who are one of our most vulnerable road users. A driver of a motor vehicle must pass a bike travelling in the same direction at a safe distance – that safe distance being 1 metre on roads where the posted speed limit is 60km/h or less. More information relating to these recently introduced laws can be found on the Road Safety Commission's [website](#).

Situational examples of how-to-use safe active streets are also available on the Department of Transport [website](#).

Will there be an impact on existing on-road parking?

While the availability of unrestricted on-street parking will be affected, the Town of Bassendean have, and will continue to work actively with residents to ensure their parking requirements are met.

What will it mean to surrounding streets?

Whitfield Street is a local access road and most traffic is local in origin. As the existing traffic volume is low, it is not expected that there will be a redistribution of traffic to the surrounding streets.

Will a safe active street discourage rat running?

The safe active street treatment will discourage through or non-local traffic as it will be difficult to travel above 30km/h. While the route provides a direct link to local attractions and other bike routes, it has been selected partly because it is not major route for vehicle traffic.

Does this mean the street will be narrower? Will tradespeople renovating houses and installing swimming pools be able to access the street?

The width of the street remains the same as it was previously (except at the slow points). Access for tradespeople and everyone else is the same.

Are the slow points in the concept plan finalised, or can they be changed?

Slow point locations are proposed, and residents are asked to provide comments on these locations.

How do buses fit in?

There are no public bus services that run along Whitfield Street. Bassendean Primary School has a bus embayment on Whitfield Street for private bus operators to use for school activities – access to this embayment will not be impacted by the safe active street design.

Will emergency access change (fire, ambulance etc.)?

The Department of Transport has worked with emergency services to ensure that there is no impact to their services.

Why will the speed limit be set at 30km/h? With school zones nearby, the speeds change and it will be confusing. Does the 30km/h apply permanently?

The speed limit will be set at 30km/h for the entire route at all times, which will support the design of the safe active street.

Research of international best practice indicates that 30km/h is a safe speed for bicycles and cars to share the road space. By applying traffic calming measures to achieve a self-enforcing 30km/h speed limit, the safe active street will provide a safer, more comfortable environment for the community.

Will rubbish trucks still be able to empty our bins?

Yes – the Town of Bassendean will ensure this is not impacted, and will determine whether any changes to rubbish truck times are required (e.g. if there is a need to avoid peak commute times).

How will the Town encourage people to ride their bikes more for local trips?

The Town of Bassendean and Department of Transport hope to see more people riding their bikes, enjoying the safe active street and engaging with others and their surroundings as they make their way to school, the shops or the train station.

A range of activities, including local events, engagement with schools and workplaces and discussions with local businesses are planned. Please let us know if you would like to be involved by calling the Town of Bassendean on 9377 9000.

THE CONTEXT

How does the Safe Active Streets Project fit into the Town of Bassendean Local Bike Plan?

The Town of Bassendean's *Local Bike Plan 2012* was adopted by Council in April 2013 following a range of investigations and consultation with stakeholders and residents.

The safe active street is an innovation that is aligned with the Town's *Local Bike Plan 2012*, as the Safe Active Streets Program objectives align with that of the Plan – namely to:

“promote, encourage and facilitate the greater use of cycling as a mode of transport in the Town of Bassendean”.

How does the Safe Active Street Project fit into the State's transport network?

Perth has all the ingredients needed for a great cycling and walking city – a warm climate, flat topography and outstanding natural beauty.

As the city's population increases and more people live near centres of activity, walking and cycling can play a big part in helping to reduce congestion, improve air quality, support local business and encourage a healthy, active lifestyle.

The Transport Portfolio's Cycling Network Plan prepared as part of *Transport @ 3.5 Million - the Perth and Peel transport plan for 3.5 million people and beyond* ensures more emphasis is being placed on providing high quality, safe and comfortable cycling infrastructure that is integrated with public transport services.

There are a number of different types of cycling infrastructure that contribute to the make-up of the cycling network including on-road paths, off-road paths, lake and river crossings and safe active streets.

The Plan is available on the Department of Transport's [website](#).

GETTING INVOLVED

How do I have my say on the project?

Your comments, concerns and questions regarding the project can be provided via the feedback form available on the Town of Bassendean's website or by contacting the Town on 9377 9000.

A hard copy feedback form has been sent to all residents living along the project route.

The deadline for feedback is 5pm on Friday 2 March 2018, after which time comments will be collated and shared with the Department of Transport to inform the implementation of this project.

Will my feedback matter?

Yes. We want to hear what you have to say about the safe active street concept and how you feel it will affect you.

Your comments will be considered in the development of the final plan and included in a summary which will be made publicly available on the Town of Bassendean's website in March.

If I want to know more, who should I contact?

If you have any further questions that are not covered in these FAQ's, please contact the Town of Bassendean on 9377 9000.

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January 2018





Department of
Transport



Town of Bassendean

WHITFIELD

SAFE ACTIVE STREET PROJECT

Feedback Form

The Town of Bassendean and Department of Transport have partnered to develop the Whitfield Safe Active Street Project. Safe active streets create quieter local roads and a safer environment for families, pedestrians and bike riders.

The Whitfield Street corridor was identified as suitable for a safe active street treatment because it is a key local connection that runs north to south through the southern half of the Town, and is relatively flat compared to surrounding streets. The corridor provides connections to a range of community facilities and key cycle network routes.

More detailed information about the safe active street and an online version of this feedback form can be found on the Town of Bassendean's [website](#).

All hard copy feedback forms should be returned to:

Whitfield Safe Active Street Project

PO BOX 87

Bassendean, WA, 6934

The feedback period will be open until 5pm on Friday 2 March 2018, after which time comments will be collated and shared with the Department of Transport to inform the implementation of this project.

A summary of the consultation results and responses will be made available on www.yoursay.bassendean.wa.gov.au in March 2018.



Do you generally support this project? ☐ Yes ☐ No

Do you have any comments, concerns or questions about this project (including the concept design)?

What street do you live on?

Contact details (optional):

Name:

Email:

Thank you for your input.

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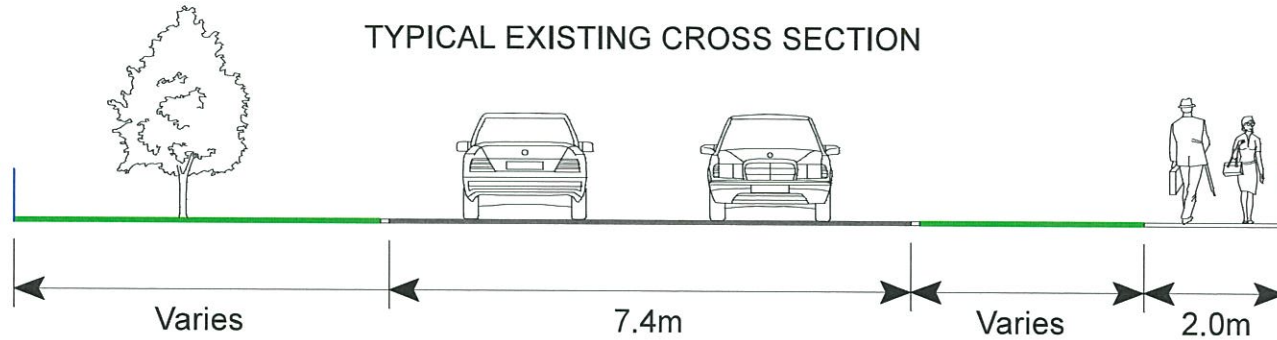
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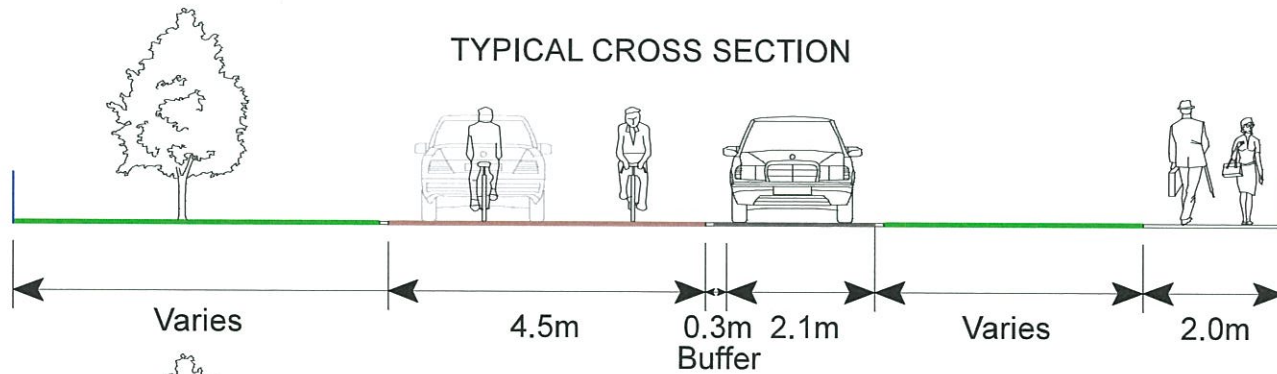
Appendix 2 – Typical Cross Sections and Concept Design Sheets

- Typical Whitfield Safe Active Street cross sections
- Sheet 1 of 15: Midland Line Principal Shared Path (Success Hill Station) to West Road
- Sheet 2 of 15: West Road to Guildford Road / Whitfield Street
- Sheet 3 of 15: Whitfield Street adjacent to Bassendean Shopping Centre
- Sheet 4 of 15: Whitfield Street either side of Old Perth Road
- Sheet 5 of 15: Whitfield Street either side of Palmerston Street
- Sheet 6 of 15: Whitfield Street either side of Harcourt Street (Bassendean PS)
- Sheet 7 of 15: Whitfield Street north of Bridson Street
- Sheet 8 of 15: Whitfield Street either side of Watson Street
- Sheet 9 of 15: Whitfield Street north of Deakin Place
- Sheet 10 of 15: Whitfield Street between Deakin Place and Reid Street
- Sheet 11 of 15: Whitfield Street either side of Reid Street
- Sheet 12 of 15: Whitfield Street to southern cul-de-sac / shared path to West Road
- Sheet 13 of 15: West Road south of Villiers Street
- Sheet 14 of 15: West Road to Sandy Beach Reserve
- Sheet 15 of 15: Sandy Beach Reserve to Swan River foreshore

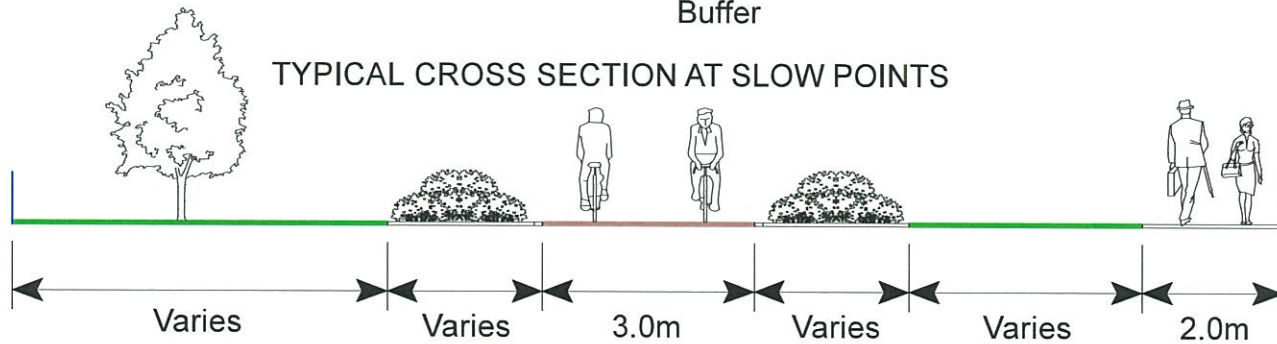
TYPICAL EXISTING CROSS SECTION



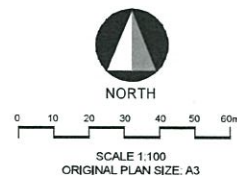
TYPICAL CROSS SECTION

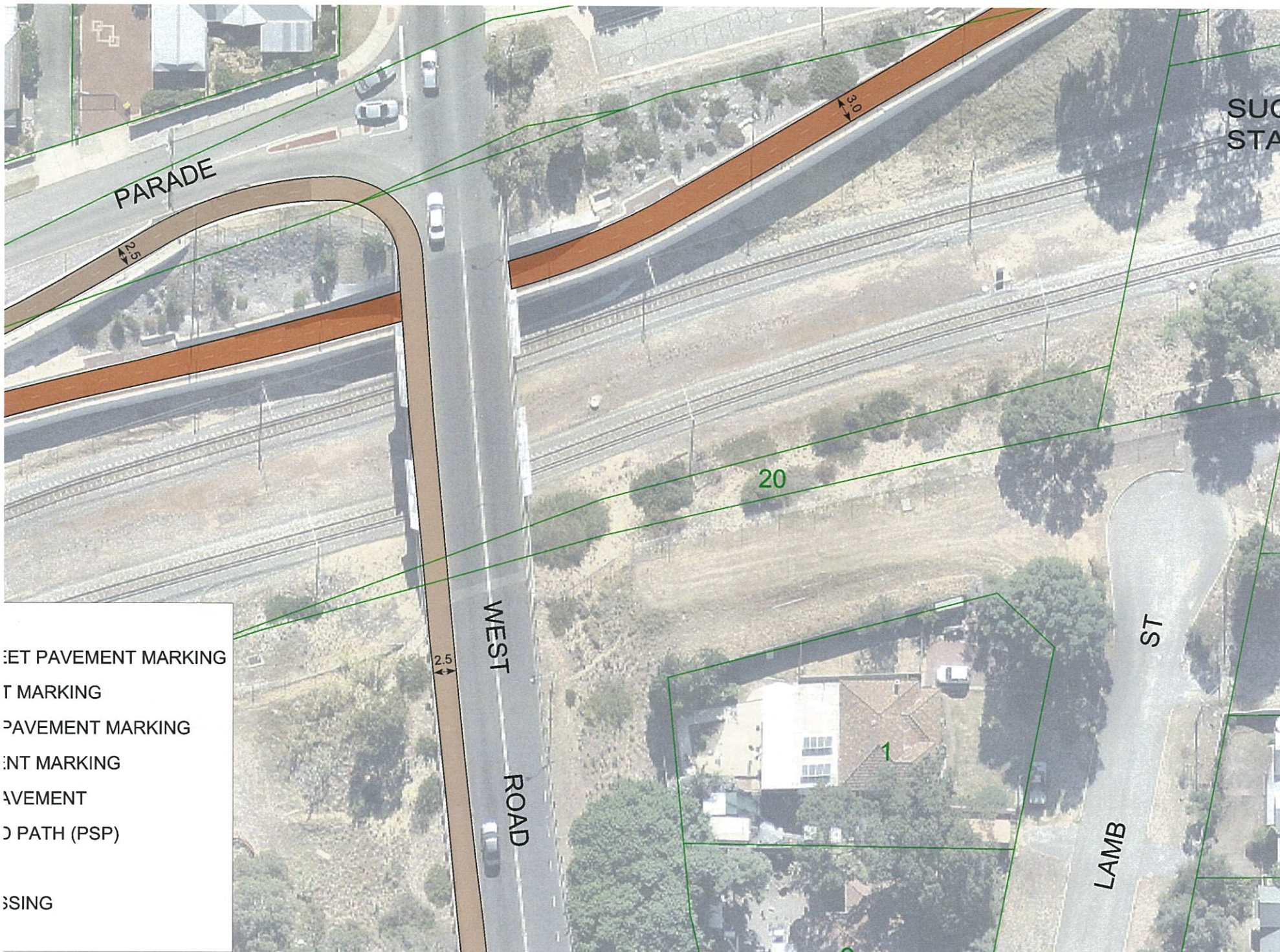


TYPICAL CROSS SECTION AT SLOW POINTS



TYPICAL CROSS SECTIONS
 WHITFIELD SAFE ACTIVE STREET PROJECT
 GUILDFORD ROAD TO SANDY BEACH RESERVE
 Town of Bassendean



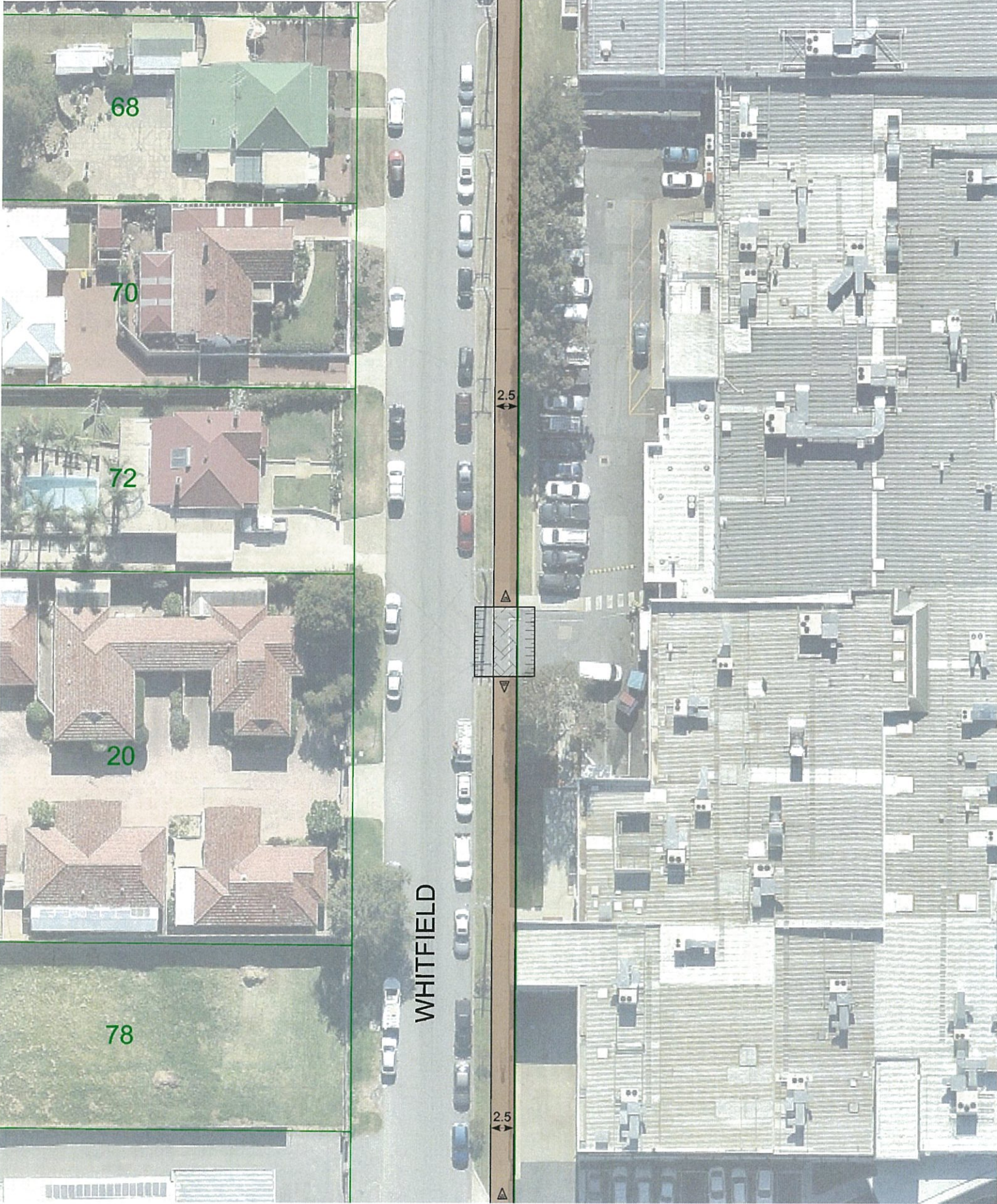


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- T MARKING
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- ENT MARKING
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- D PATH (PSP)
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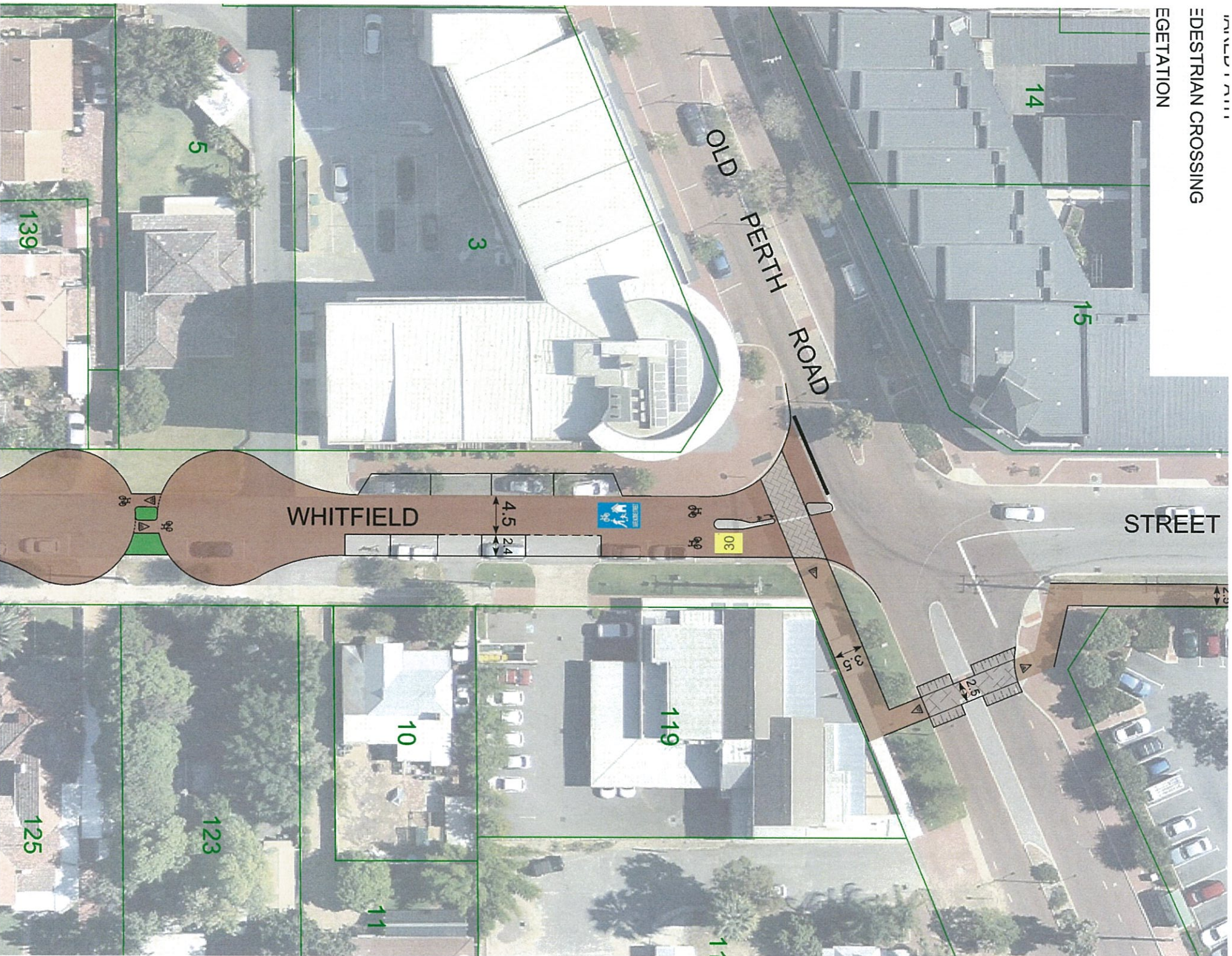
SHARED PATH
PEDESTRIAN CROSSING
VEGETATION

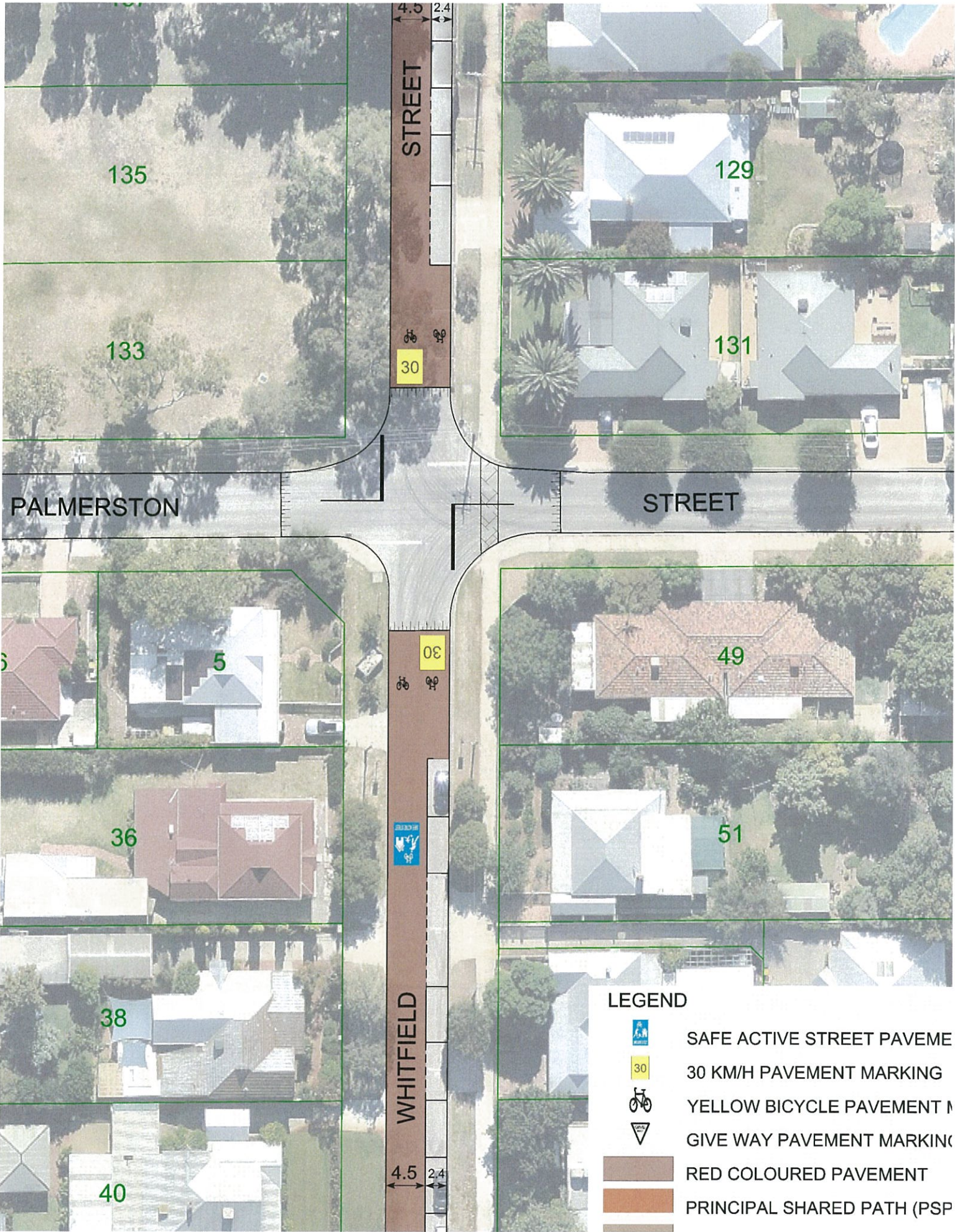


SHARED PATH
PEDESTRIAN CROSSING
VEGETATION



PEDESTRIAN CROSSING
VEGETATION





PAVED PATH

PEDESTRIAN CROSSING

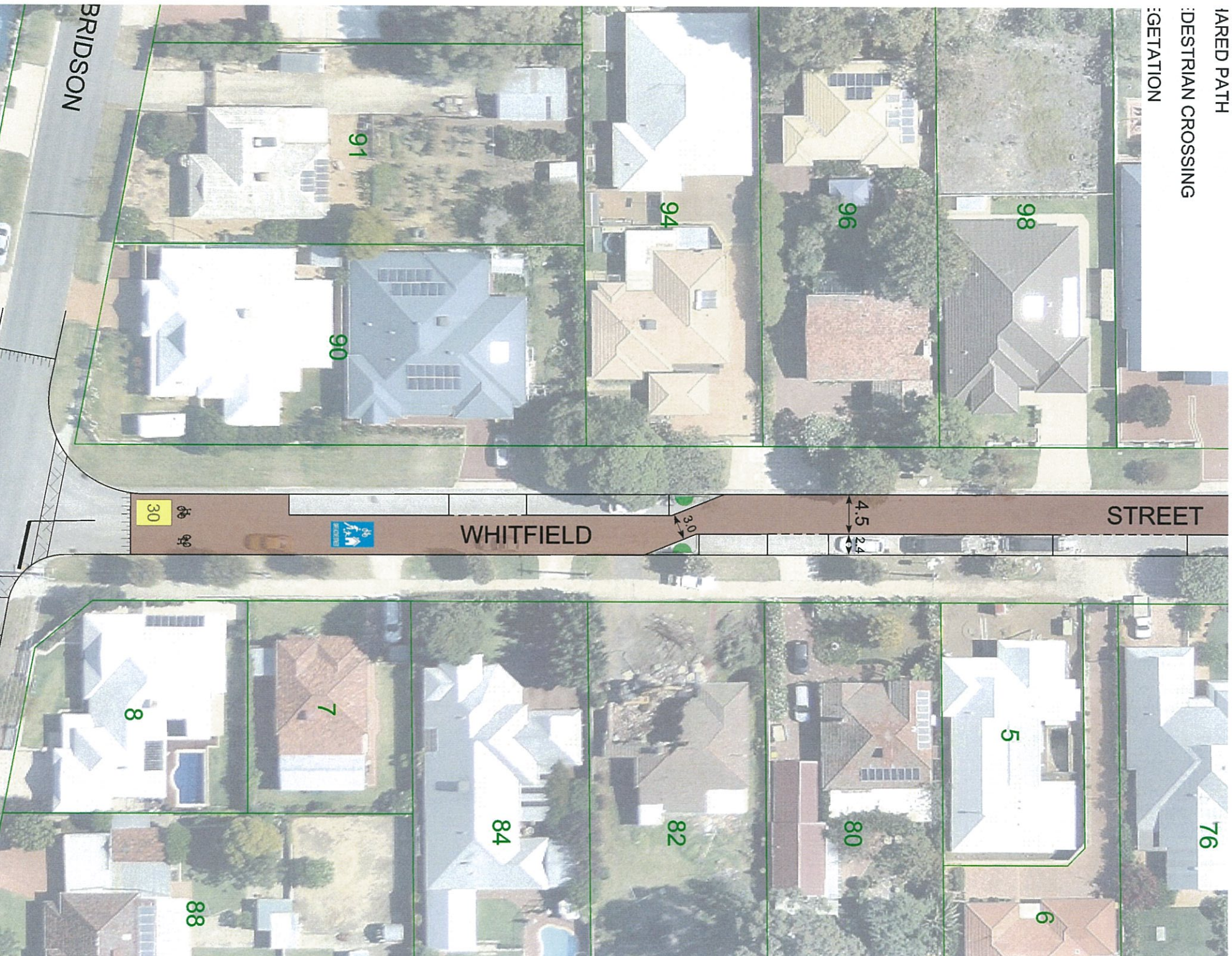
VEGETATION



SHARED PATH

PEDESTRIAN CROSSING

VEGETATION



SHARED PATH
PEDESTRIAN CROSSING
VEGETATION

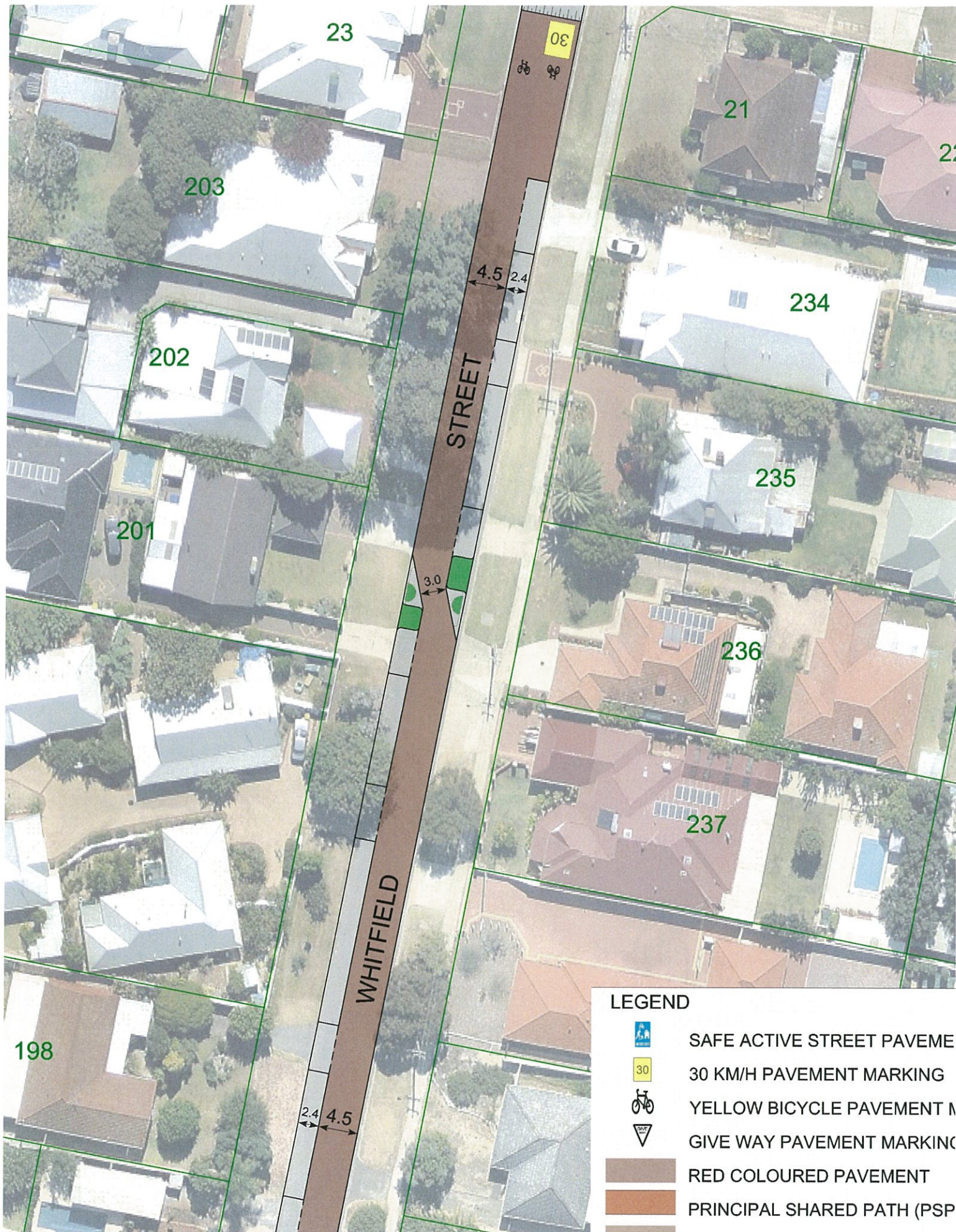


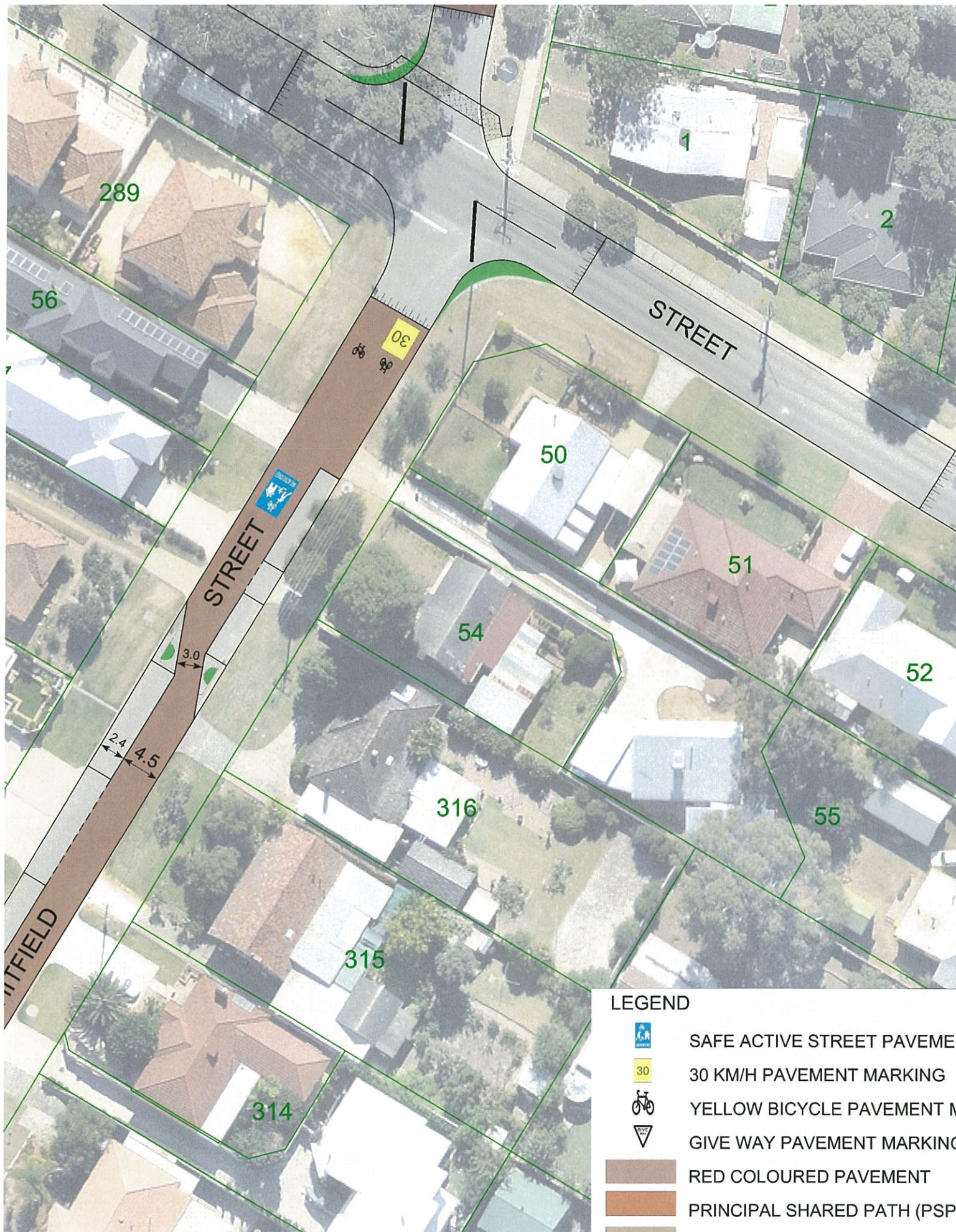
SHARED PATH

PEDESTRIAN CROSSING

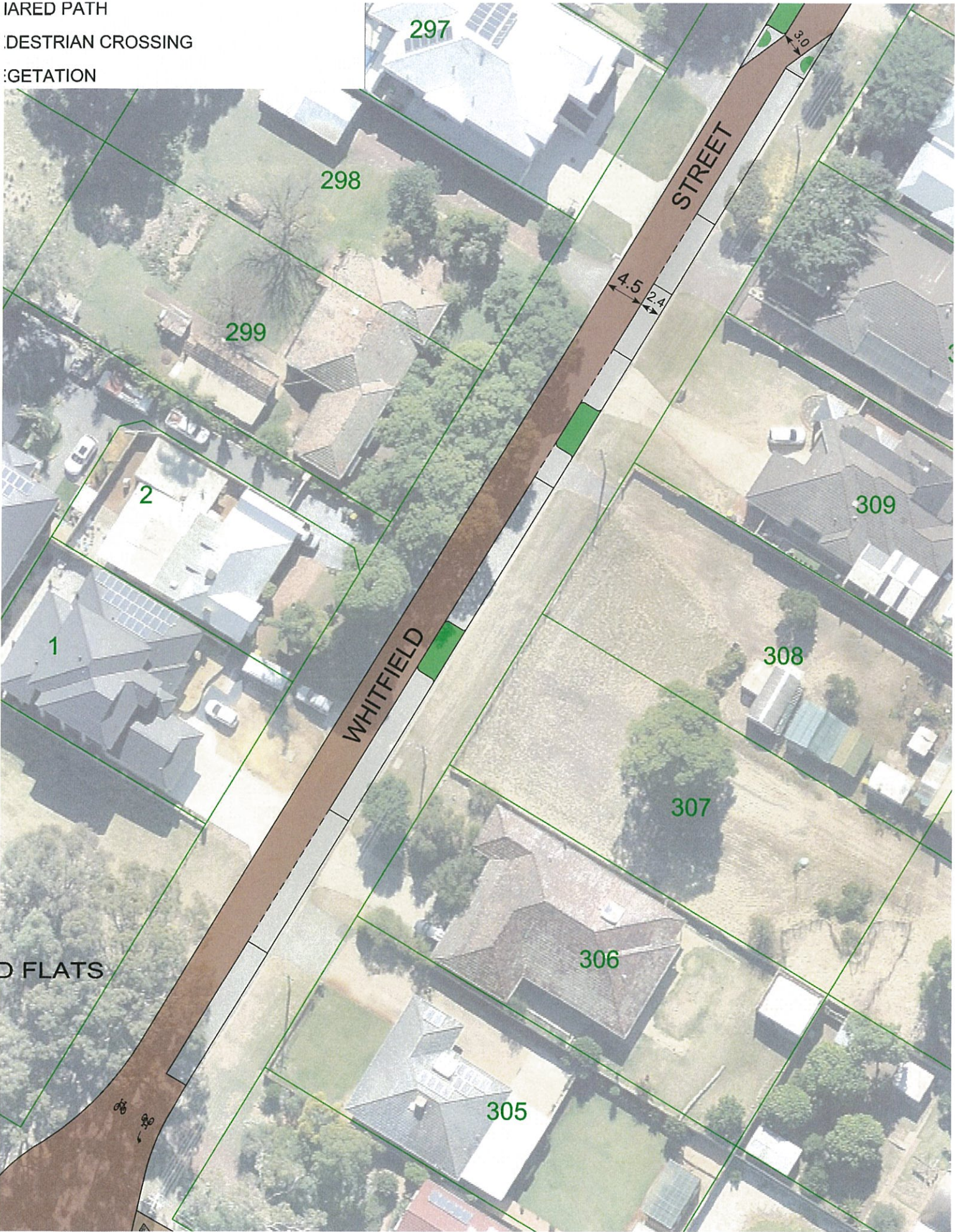
VEGETATION







PAVED PATH
PEDESTRIAN CROSSING
VEGETATION

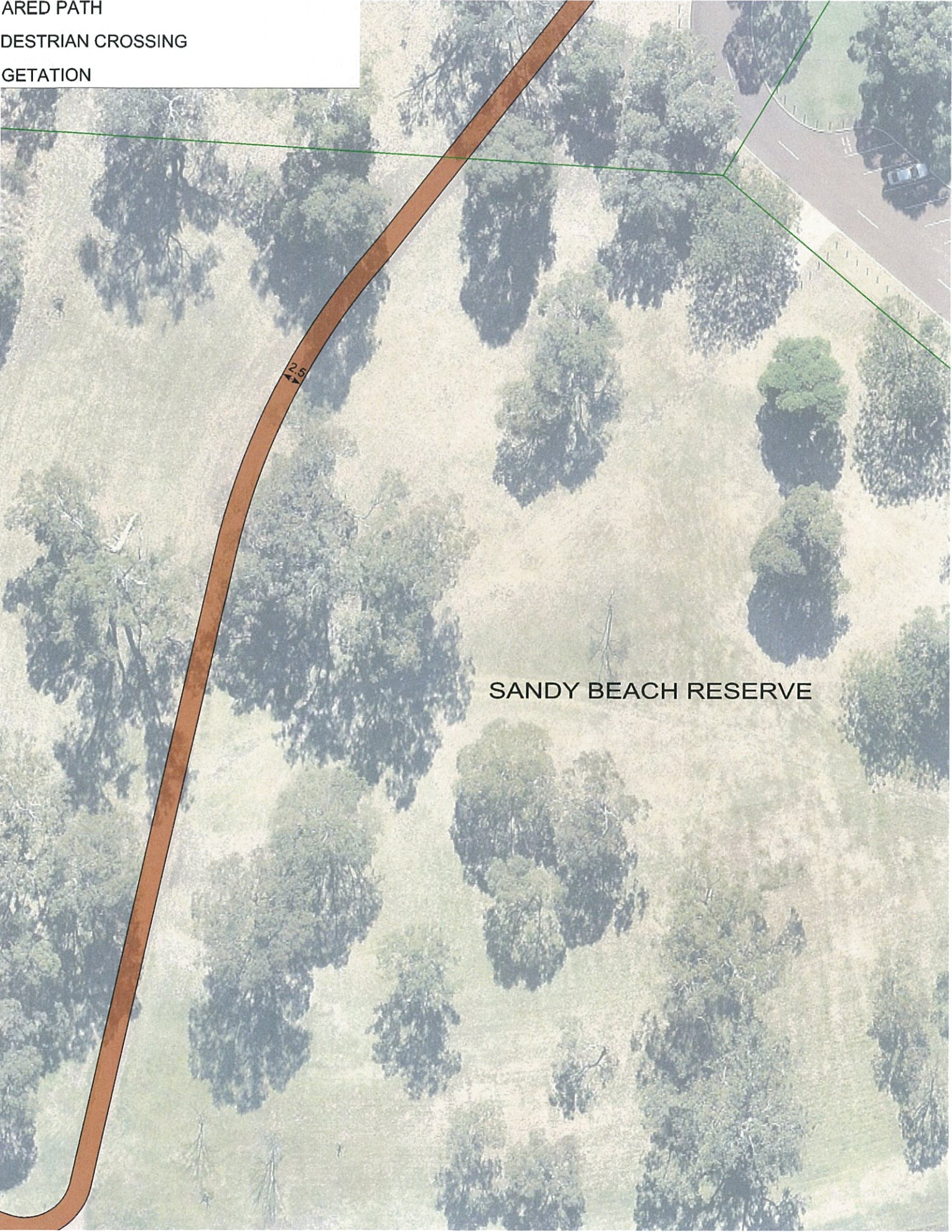




FIELD FLATS



ARED PATH
DESTRIAN CROSSING
GETATION

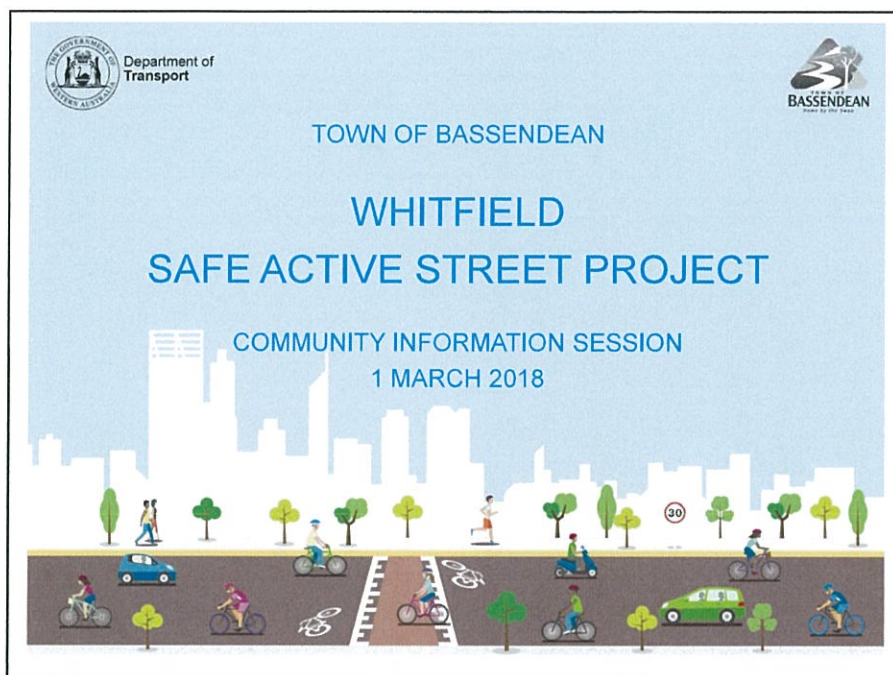


SANDY BEACH RESERVE

Appendix 3 – Community Information Session Presentation

- Introductory Presentation (8 pages / 15 presentation slides)





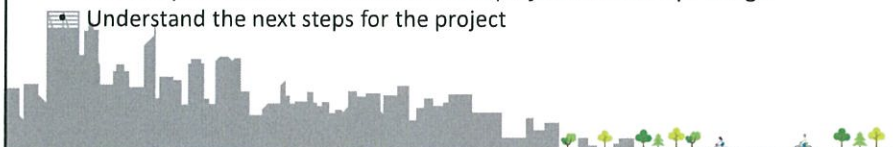
WELCOME

What is the purpose of today's session?

- To provide you with details of the project and seek your feedback
- To provide context in relation to the project and broader Council strategies
- To explain your role in the development of the project
- To explain the Safe Active Street Program
- To show how safe active streets have been developed in other locations
- To ask for your feedback in relation to the project and concept design

By the end of today's session we hope you...

- Have a clearer understanding of the Safe Active Street Program
- Feel informed as to what the concept design is and what it aims to achieve
- Provide your feedback in relation to the project and concept design
- Understand the next steps for the project

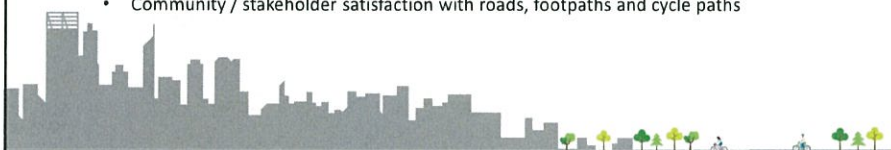


PROJECT VALUE TO THE TOWN

The concept of a safe active streets is aligned with the Town's adopted Strategic Community Plan 2017-2027.

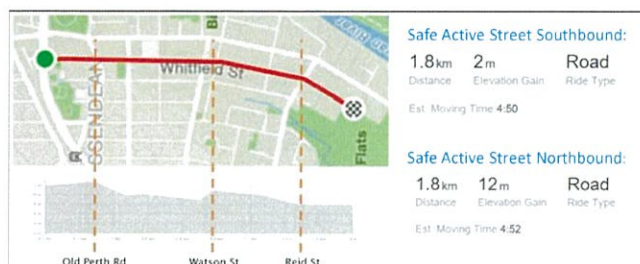
Strategic Priority 3: Built Environment

- Objective:
 - To enhance connectivity between places and people
- Strategies:
 - To connect the Town through a safe and inviting walking and cycling network
 - To advocate for innovative transport access and solutions
 - To enhance the liveability of local neighbourhoods
 - To enhance road safety through design
- Measure of Success:
 - Community / stakeholder satisfaction with roads, footpaths and cycle paths



WHY WHITFIELD STREET?

- Identified in the Town's *Local Bike Plan 2012*, as a local connection suitable for a 'neighbourhood greenway' treatment (now called a safe active street)
- Runs north to south through the southern half of the Town
- The corridor provides connections to a range of community facilities and key bike network routes
- Relatively flat route compared to surrounding streets



LAND USE CONTEXT

- Commercial areas:
 - Bassendean Shopping Centre
 - Bassendean Town Centre (Council Offices, Library, St Joseph's Church, St Mark's Church)
- Train stations:
 - Bassendean Station
 - Success Hill Station
- Education facilities:
 - Bassendean Primary School
 - St Michael's Primary School
 - Casa Mia Montessori School
 - Ashfield Primary School
- Recreation facilities:
 - Ashfield Flats / Sandy Beach Reserve
 - Palmerston Square
 - Bassendean Tennis Club / Bowls Club
 - Bassendean Oval
 - BIC Reserve



WHAT IS A SAFE ACTIVE STREET?

- Quiet, low traffic, low speed local street
- Designed to allow people in cars and on bikes to share the street safely
- Safe and comfortable for people walking and riding bikes – “from 8-80 years old”
- Active travel connection – to schools, shops, places, and where people live
- Family oriented route that offers more options for local trips and daily commutes
- Landscaped to increase amenity for people walking, riding and living on the street

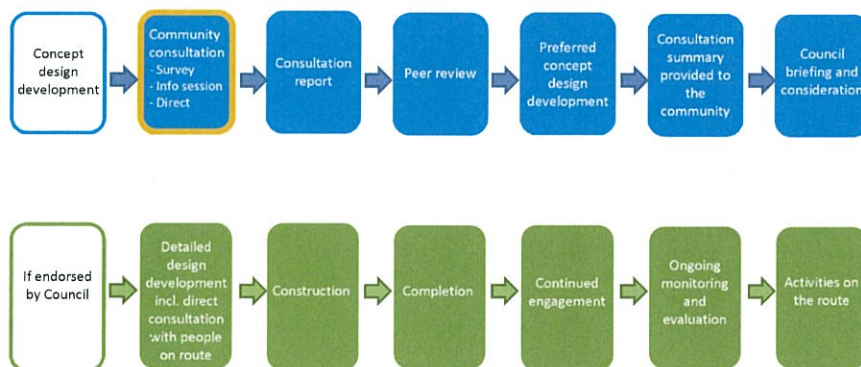


THE SAFE ACTIVE STREETS PROGRAM

- 3 pilot projects in Vincent, Bayswater and Belmont
- 7 more projects planned or being discussed across Perth, incl. Whitfield Street
- Responsive design process with strong focus on community involvement – consulting to get comments, concerns, ideas, support, etc. and understand the community's vision for the street
- Monitoring and evaluation of existing projects to learn, iterate and improve
- Supporting activities on safe active streets e.g. Baysie Bike Week event



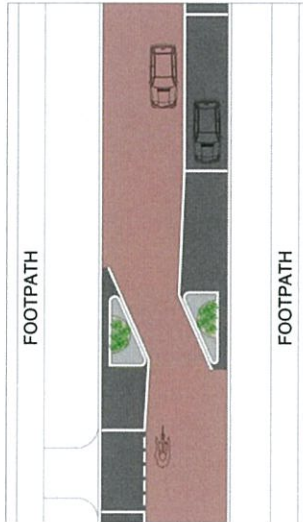
NEXT STEPS FOR THE PROJECT



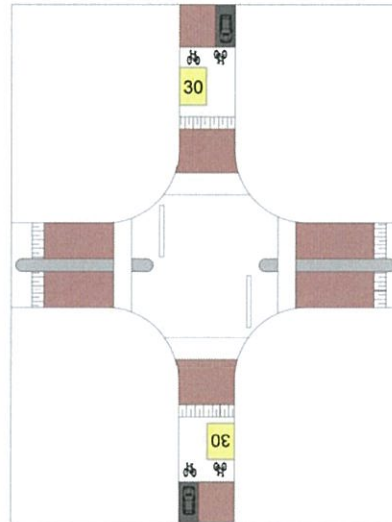


PROPOSED SAFE ACTIVE STREET – TREATMENTS

Angled slow points

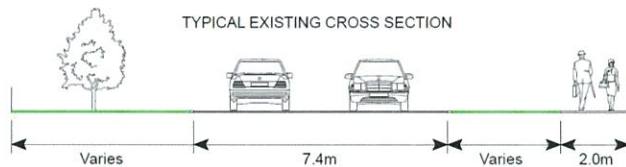


Raised intersections



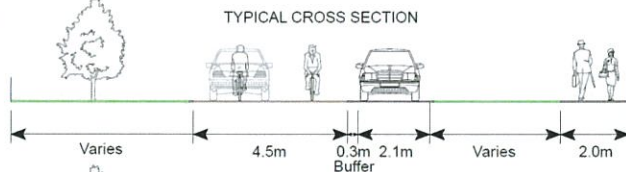
PROPOSED SAFE ACTIVE STREET – CROSS SECTIONS

TYPICAL EXISTING CROSS SECTION

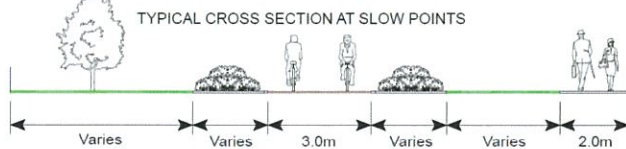


Typical cross section shows 7.0m width – provides additional 0.4m of landscaping

TYPICAL CROSS SECTION



TYPICAL CROSS SECTION AT SLOW POINTS





YOUR FEEDBACK IS IMPORTANT

There are staff from the Town of Bassendean, Department of Transport and consultant team who want to hear your feedback.

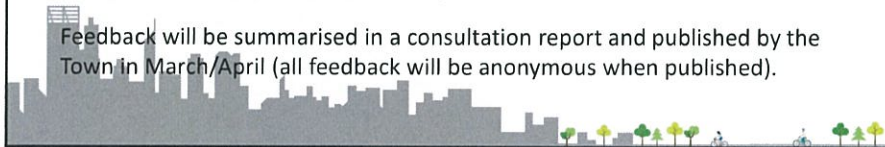
We will answer any questions that you have – please just ask.

There are tables with facilitators, each table covers a key topic raised during the feedback period to date. These are:

- Walking, bike riding and accessibility
- Streetscape and amenity
- Parking
- Intersections and filtered permeability (cul-de-sacs)
- Speed reduction treatments

Feedback period extended to Monday 5th March 2018.

Feedback will be summarised in a consultation report and published by the Town in March/April (all feedback will be anonymous when published).





Appendix 4 – Online Survey / Feedback Form Responses

- 61 responses via the Town of Bassendean's Your Say interactive web platform



Name: Q1 Response	Email: Q2 Response	What street do you live on? Q3 Response	Do you generally support this project? Q4 Response	Do you have any comments, concerns or questions about this project (including the concept design)? Q5 Response
		Kenny	Yes	
		Whitfield	Yes	I think it is a great project, very keen to see it go ahead.
		Wicks street Edenhill	Yes	I like the idea and concept and maybe if successful others could follow. But bear in mind at all times our disabled and Elderly's safety
		Whitfield	Yes	Why does this not include my side of Whitfield street? The traffic next to Coles has increased dramatically over the past 5 years and the road is no longer safe for children to cross as people who access this road continue to drive above the speed limit.
		105 hamilton st bassendean 6054	Yes	lets make the street ONE WAY
		Anzac Terrace	Yes	
		Kenny	Yes	Is the town of Bassendean looking at slowing traffic down throughout the whole area. I live in Kenny st and I am getting tired of speeds that vehicles are doing not only in my street but all the streets in the area. This is a good start but these sort of projects should be more widespread through the suburb.
		Whitfield St	Yes	I think it is a great idea and I am looking forward to it being implemented.
		Whitfield street	No	The street is currently quiet and this will cause issues for us residents of the street and there is not enough bikes in the area to warrant disturbing every single other person in the street to appeal to a handful of people. There is a bike path on guildford road they can use. Leave it alone
		Old Perth Road/ Whitfield street	Yes	Could you please put up road signs to stop people illegally parking on the road opposite the Whitfield apartments on the shopping centre side of the road (in front of the stop sign). It is very dangerous as the residents leave the apartment block garage coming out onto Whitfield street which is a narrow road already. The drivers coming out of the garage can not see oncoming traffic and cyclists coming down the road blocked by the parked cars as well as the cars coming out of the shopping centre car park. The roads will be a lot safer for cyclists if the cars stopped parking along the road side in front of the stop sign and apartment garage entrance.
		Old Perth Road	Yes	
		West Rd	No	The idea of this project I like however I have major concerns about the location. Bassendean Primary parking is at the best of times, dismal. Taking parking off Whitfield St (school) will further impact the parking mayhem that's already on West Rd/Devon Rd. I have my driveway blocked constantly and I have had sprinklers broken on a regular basis (concrete surrounds, flags and the like did not help). The safety aspect to parents parking everywhere and the lack of visibility is also safety issue. I'm not sure the theory "lots of kids will then ride to school" is a correct assessment. A vast majority of parents work and drop and run. Primary school kids riding to school by themselves still have to get to Whitfield St before they're in a "bike safe street". Also the riding to school is weather dependant so I'm sure not many parents would allow their kids in the colder months to ride. Great idea but the logistics I don't think have been considered thoroughly and will impact the surrounding areas negatively.
		Whitfield Street	Yes	We think it would be great to have our street as an Active Safe Street and fully support the concept. The only thing we would like clarification on is what would be implemented in the cross streets when bikes and pedestrians are trying to cross these streets to stay on the bike boulevard? We find that Reid Street is really busy and would benefit from traffic calming methods specifically at the cross section of Reid and Whitfield. This could also potentially minimise the number of vehicles traveling on Reid Street.
		Whitfield St	Yes	The customers and employees of the businesses on Whitfield St/Old Perth Rd constantly park on Whitfield St all day, many on our verge or over our driveway. We have trouble exiting our driveway all the time. Slowing down traffic and limiting the cars parking obstructing our ability to get out of our driveways would be great.
		Iolanthe Street	Yes	
		Whitfield Street	Yes	Fantastic idea! People speeding down the street is a real problem and this should help slow them down considerably. It's also a safety concern and seen as though the footpath was never constructed on Whitfield Street for some reason this is a great alternative.
		Whitfield	Yes	I live on the corner of Whitfield and Old Perth Road in the Whitfield building. PLEASE can you change the intersection of Whitfield and Old Perth Road? Because OPR does not run perpendicular to Whitfield, the viewing angles when turning are very tight. I sit on my balcony a watch near misses on a daily basis. The bushes in the median strips only adds to this problem. It really needs a round about or something. Also, a lot of people feel the need to do aggressive manoeuvres in this same spot. I'm not sure if it's to get out safely or because they're just idiots but slow points/jumps on this lower end of OLR would be amazing please :-D
		Whitfield Street	No	So the Council has decided to irate residents and ratepayers again prime example (West Road when Footie Season is on and parking of vehicles) (Whitfield Street between Old Perth Road and Palmerston Street). I have lived in Whitfield for over 30 years and you now have decided to reduce our street with the perception that bike riders and pedestrian will use Whitfield to access Sandy Beach. We already have disabled resident that go down the middle of the street in their wheelchairs with no consideration for themselves or car users with a perfectly good footpath to use. Bike riders and pedestrian will use the quickest and easiest route to Sandy Beach which is West Road or North Road. Bassendean is not intercity.
		Hamilton street	Yes	I am particularly happy to see a future cycling path around the shopping centre to join the existing one along the railway. I'm already using Whitfield street as my main way when I ride home and will welcome the reduced speed for cars, the no through road near the intersection with Old Perth road and the dedicated opening at the cross road with Watson street. Hope that the raised bumps at the different intersections will be enough to slow down cars going east-west.
		Cyril Street	Yes	How will the delivery trucks make their way into the Bassendean Shopping Centre (ie Coles trucks already struggle getting in). I thought that they used Whitefield Street to gain access to the Loading Bays. Will this change?
		West Road Bassendean	Yes	Excellent project, however only concern is that more traffic may go to surrounding streets to avoid the 30km limit and thus cause unwanted increase in traffic in those streets.
		Ivanhoe Street	Yes	
		Barton Pde	No	I think the street is quiet enough as it is and what is one street going to do? One street is designated, then where do the cyclists go? Spend the money on cycle paths instead. The streets in Bayswater with the same concept are empty of cyclists and annoying to drive down. Better money spent on other problems.
		Thompson Rd, Success Hill	No	Since around 2005 and Whitfield St was closed for vehicles exiting to Guildford Rd, then the pantech semi's were then required to head south in whitfield St, cross Old Perth Rd and then turn right into Palmerston St if wishing to head west in Guildford Rd. By adding 2 cul-de-sacs in Whitfield St between Old Perth Rd and Palmerston St, then this heavy traffic could travel west in Old Perth Road, which was designed out as an option with the 40km speed limit and multiple humps etc. The cash in lieu of Parking, (LPS 10 - section 5.7.2.5) should have substantial funds in this reserve account to come up with better parking options and hence the planned bike paths will work better. Reverse in, 45 degree parking built into the verges, plus undergrounding the power, changes to the poor street lighting designs (do not use SAGE again) and gradually replace the trees with more appropriate shade trees is just a start. The Dept of Transport who apparently designed the Whitfield Safe Active Street have demonstrated their planning failure yet again, like the bike linking between the Success Hill Station and Kelly Park in Success Hill. In many instances, the Dept of Transport (Main Roads WA) have excused themselves from this area of Bassendean when it comes to planning. This should happen again as a matter of some urgency.
		North Road	Yes	Yes When designing a path, it is often wise to observe where people walk and locate the path to match their habit - so why Whitfield St when many casual cyclists and walkers already use North Rd to get to the south end of West Rd? Access from the PSP to North Rd is much safer - via the underpass under Guildford Rd Bridge I understand the rational for narrowing the road width but "Might continues to be Right" in our driving culture with the result cyclists get squeezed. I agree with the concept of creating culs de sac along Whitfield Rd (sheet 4) with bike access between "sacs". This approach has the effect of reducing vehicle numbers and speed while maintaining plenty of "running width" for all users - walkers, cyclists and cars. Pushing cyclists on to pavements is dangerous - for cyclists & pedestrians. In the proposal there are numerous points where cyclists cross major entrances while on the pavement. In the current driving culture, few motorists look for or give way to cyclists on the pavement resulting in collisions. When cycling on the road, motorists tend to treat cyclists as another vehicle. In summary, I support creating cycle friendly streets but argue it can be done much safer, simpler and cheaper - by creating culs de sac with connecting paths for walkers & cyclists along selected routes. I also believe North Rd should be considered as a cycle boulevard.
		Hamilton St	Yes	I already use Whitfield St to walk the dog due to its relative quietness and so think this is a great idea. My only concern is the intersection of Whitfield St and Old Perth Rd. This is a horrible intersection both for motorists and pedestrians since the vehicle entrance to the shopping centre (half way between Whitfield and West Rd) was removed during the car park redevelopment. The bend in the road makes it worse. Could the TOB consider putting in a roundabout at this intersection? A pedestrian crossing may also be needed. The small section of cycleway between Old Perth Rd and Guildford Rd could also be problematic. Will you be removing some of the street parking to make this safer?

Name: Q1 Response	Email: Q2 Response	What street do you live on? Q3 Response	Do you generally support this project? Q4 Response	Do you have any comments, concerns or questions about this project (including the concept design)? Q5 Response
		9 Parnell Parade	Yes	<p>Town of Bassendean Whitfield Street as a "Safe Active Street (SAS)</p> <p>General Comments:</p> <p>Note that the 2012 Town of Bassendean Local Bike Plan (Adopted by Council in April 2013) identified the modifications of Whitfield Street as the number one priority. Consider allowing truck entry AND exit to Guildford road. This would remove the large supply trucks from the town centre and make the crossing of Whitfield and Old Perth Road Safer for all Bassendean residents. A better route for the SAS would be using West Road (West side) from Guildford to Old Perth Road, as this is the logical way to access the shopping centre and food outlets which are all fronting West Road. Currently access to the main entrance of the shopping centre for people on bicycles and gopher cars is dangerous. Hawaiian should be involved in the re-routing. The path could then follow Old Perth Road to Whitfield. The currently proposed route goes to the back of the shopping centre past both the main truck unloading areas.</p> <p>Where there are pedestrian crossings, how are they marked? Are they elevated zebra walks? Where whole crossings are elevated, the SAS should have a softer ramp than the cross streets. Changing the speed on Old Perth Road to 30kmh as part of this project is an excellent outcome. Ensure that this speed limit is actually followed!</p> <p>One of the fundamental design concepts for Bicycle Boulevards is that they are given priority over the roads they are crossing. This should be applied in Bassendean as well.</p> <p>FLYT /detailed Map</p> <p>If using the footpath behind the shopping centre it should be widened to 3metres, as there is a fair amount of pedestrian use and gopher cars on this stretch</p> <p>The crossing at Old Perth Road is problematic. It would work better if the SAS continues on-road instead of going on to the footpath. Stop signs for cars in both direction on Old Perth Road, as well as speedbumps and a raised platform in favour of the SAS. Note that there is a lack of speed signs on Old Perth Road already.</p> <p>The suggested reduction of speed on Old Perth Road to 30 kmh will help to make this crossing safer</p> <p>Cross Palmerston with priority to the SAS, stop signs and speed humps on Palmerston</p> <p>Additional road narrowing points on the stretch around the school. Have them on alternate sides, and allow separate passage of bicycles, as otherwise cars will completely dominate the narrow points at school time. A 3meter passage does not allow for a car to pass a bicycle legally.</p> <p>Consider car traffic being forced to use Harcourt Street when using the SAS in either direction. This would have the same effect as a cul-de-sac, whilst retaining traffic flow. The SAS of course would continue unimpeded.</p> <p>-Crossing at Watson and Bridson – Stop signs and speed humps on Watson and Bridson, priority to go to the SAS</p> <p>Consider left turn/right turn only for cars at Deakin, so cars cannot use Whitfield as a through road.</p> <p>Intersection with Reid Street, which is a bus route, could be problematic. Raised platform crossing? SAS to have priority over Reid Street.</p> <p>Where Whitfield meets the Ashfield flats, consider continuing the SAS straight (instead of going to Villiers Street), and joining up with the shared path at house 185 West Road (last house.) There is an existing walking track that can be followed, if the proposed existing plan is used, the SAS can use the actual road space as traffic volumes are very low at this location.</p> <p>JDA Report</p> <p>Speed information is interesting. Currently, on low traffic volumes, the 85% speed cut off shows that average traffic travels slightly above the speed limit, with 15% of cars exceeding the speed limit by an ever increasing margin. Truncating these street stretches might reduce the speed, together with WSUD design opportunities.</p> <p>It is of concern that the local distributor roads that cross the SAS are all operating at speeds above the speed limit. Therefore changing the priority at Palmerston, Bridson and Reid will help to reduce incidents of speeding.</p> <p>Parking along the route is generally more than sufficient. Only 3 out of 80 measured street segments show parking utilisation beyond 50%.</p> <p>I don't actually know exactly what the project entails - this is not made clear in the request for feedback. Is it speed humps? A cycle path? Crosswalks? In principle I agree with the idea, but I'd like to know more about it.</p>
		Clarke Way	Yes	
		Whitfield street	Yes	
		north road	No	
		Walter Road	Yes	
		First Avenue Bassendean	No	<p>This should be the standard approach for all entry roads to the town centre - including Lord Street.</p> <p>I have no issues with the path, I believe its a great concept .</p> <p>I disagree with modifications to the road itself on Whitfield street, Doing this to the road in only going to make it difficult for road users in general. The problem at the moment is the intersection of Whitfield and old perth road and i do not belive this will make that better either!!!!!!</p>
		Parker St	Yes	<p>Yes, please do this! I live on Parker St (near Old Perth Road) and want to have a way to cycle safely to Sandy Beach Reserve with my two boys. Currently it is a mish mash of crossing, busy streets and intersections that make me concerned - so much so that I will instead drive down to Sandy Beach Reserve and then take the bikes off the car. Would definitely prefer to have a safe bike boulevard to travel on and yes, we would definitely use this. Lots. Thanks.</p>
		West Road	Yes	
		Kathleen	Yes	<p>In general, since moving to Bassendean 3 months ago, I have noticed people speed on the back streets - a lot. Stop signs aren't working and I've seen many near accidents. Would be worth looking at slowing cars down greater than the school zone.</p>
		Bridson St	Yes	<p>Although this is a good scheme, I don't think it needs to be implemented on Whitfield Street, I don't think there is a need.</p> <p>Whitfield street has traffic stop signs at Old Perth Road and Palmerston street intersections, then it becomes a cul-de-sac at Watson Street, plus it already has speed curfews for school hours around the school. I also think over zealous Police would set up speed cameras to collect revenue in a constant 30 kmh zone.</p> <p>By simple encouraging people to park on the street would create a slower road to navigate along.</p> <p>The main 'Rat run' in the area is on Bridson Street from the roundabout at Kenny Street to West Road, where driver use this like a drag strip, or at any of the intersection on this street where the do donuts.</p>
		Wilson St	Yes	<p>The project should be supported by improvements to Street trees, street treatments and upgraded lighting and, where possible, extended to surrounding streets to slow traffic and improve amenity.</p>
		Parker St	Yes	<p>Great idea. Thanks for having the vision and drive to move this project forward.</p>
		35 Whitfield St	Yes	<p>As residents living between Old Perth Rd and Palmerston St we have great concerns about the parking bays currently marked at the front of our house. Backing out of our driveway can be extremely dangerous as our view can be totally blocked by parked cars. We are in favour of removing the heavy vehicle traffic from the street eg Coles trucks and restaurant delivery vehicles. Has anyone ever considered angled parking around the Palmerston St park for school and business patrons?</p>
		Whitfield st	Yes	<p>PLEASE !!!</p> <p>Make the section of Whitfield st,between Old Perth rd & Palmerston st ONE WAY.</p> <p>Since the great increase in parking in this section,I have lost count of the number of times I have had to mount the kerb to get out of the way of vehicles driving on the wrong side of the road into on coming traffic.</p> <p>Since people are obviously not capable of obeying the Road Laws & giving way correctly,it is only a matter of time before there is a bad accident there.</p> <p>A ONE WAY section would immediately stop all the problems.</p> <p>Thank you.</p>
		i don't live on this street, i have a business on this street	Yes	<p>The concern I have is the closure of Whitfield st between Palmerston and old perth rd.</p> <p>I feel that a new design to help with business and residents could be achieved. Parking needs to be addressed for the safety of residents, and people wanting to access businesses in the area. I would like to see smarter parking available around palmerston square, on both whitfield and Hamilton st. Parking on whitfield needs to be addressed on both sides of old perth rd. I am not opposed to lowering the speed limit, or adding a slow point to help pedestrians, cars and residents coming and going into their property. The town of Bassendean is always thinking of ways to bring the community together, something that needs to be congratulated. I truly think that listening to the needs of residents, businesses and the wider community, we can achieve a positive result. My concern is going ahead with a project to satisfy a few people without listening to the whole community.</p>
		Whitfield Street	Yes	<p>As a parent of school-aged children I support this proposal as it will reduce traffic and delivery trucks around the school area, thereby make crossing Palmerston Street hopefully easier.</p> <p>As a resident on a busy section of Whitfield Street, towards Old Perth Road, I strongly support the proposed cul-de-sac mid-way along, stopping through-traffic from Old Perth Road. It will be a minor inconvenience for major gain - no delivery trucks heading to/from shops & a reduction in cars trying to edge along past ALL the parked cars.</p> <p>I PROPOSE a roundabout at the intersection of Palmerston & Whitfield Street PLEASE, for a couple of reasons: 1. To allow a safer crossing for children commuting to school 2. Slow down traffic that will be racing down Palmserston to West Road (from Guildford Rd) given Whitfield will have a cul-de-sac. There have been numerous accidents at that intersection whereby drivers fail to stop at the stop sign & sail through Palmerston Street - and being ploughed by cars traveling legally along Palmerston.</p>
		Surrey Street	Yes	
		Reid Street	Yes	<p>I absolutely support this concept. One concern however will be the timing of rubbish trucks coming down Hamilton St past the primary school. If this happens at drop off time it could create quite a lot of congestion. I am also interested in the junctions with the intersecting major roads (ie Reid, Bridson, Palmerston) and whether these will have traffic calming as well.</p>

Name:	Email:	What street do you live on?	Do you generally support this project?	Do you have any comments, concerns or questions about this project (including the concept design)?
Q1 Response	Q2 Response	Q3 Response	Q4 Response	Q5 Response
		Parker Street	Yes	
		Claughton Way	Yes	
		Seventh avenue	Yes	
		Old Perth rd	Yes	
		Jubilee Ave	Yes	Great project we need more of these streets around town.
		Whitfield Street	Yes	I think it is a great idea. The street design should be geared away from the automobile and promote walking and cycling (bike lanes). Promote the sustainable use of verge spaces - native vegetation and street trees.
		Whitfield St	Yes	I generally support the safe active st proposal. My concern is related to impact on Harcourt St at school start and finish times. Parents of the primary school tend to park dangerously on the verges along Harcourt st West, including on the verge on the actual corners of Whitfield and Harcourt. I have concerns that this creates an unsafe situation for users of the safe active path at school start and finish times and that loss of parking by the school will make this considerably worse. Do you have any plans to widen the road/ create parking cutouts in the verges along Harcourt st running west from Whitfield St?
		James St	Yes	
		whitfield	No	Only would support if cyclists (including children) are kept completely separated from cars. All the images etc show adults on bikes, kids are more unpredictable and sharing the road with a large mass (at whatever speed) is a recipe for disaster. Skateboards and scooters should also be taken into account. Suggest cutting two bike lanes into the verges and enforcing use of those and obedience of road safety rules. Some of the scenarios put forward in say, Stirling are ridiculously unsafe with bottlenecks at slow points with bikes and two cars coming in opposite directions. Someone sooner or later will get impatient, this happens often enough now.
		Whitfield	No	1) Noise pollution caused by traffic going over the speed bumps for residents along Whitfield Street; as occurred with the trial on Bridson Street. What is currently a rather quiet street will become a noisy, cluttered and congested street, particularly with school traffic. Despite efforts from the school, parents will continue to drive their children to school. There doesn't seem to be a 'genuine desire' for parents to walk/cycle to school, even in fine weather. They would much rather park on verges, block residents driveways, cause congestion and the like even if they live less than a street away. I personally doubt that a 'cycle street' will be the incentive to bring about a 'substantial mindset and lifestyle' shift. 2) The Town of Bassendean isn't the most cyclist-friendly suburb. Where will this cycleway lead cyclists? To facilities, namely the shopping precinct, which isn't equipped to handle cyclists i.e. poor/limited access, lack of bike racks. 3) The Council makes mention of planting more trees in the project precinct. Such notion is concerning, as a walk along most streets within Bassendean will show that Council is struggling to maintain verge trees that it already has, with many growing through power lines. Any planting of trees and shrubs should be done with a little more forethought and care than those in the median strip on Old Perth Road, between the shopping car park and office/commercial buildings. The shrubs, one in particular, block/hinder the line of sight of approaching vehicles. Mothers with prams, the elderly in mobility devices and the disabled in wheelchairs need to move onto the road to assess whether it is safe to cross. An accident waiting to happen and poses real concerns whether the same will occur along Whitfield Street with school children, congestion with the cycle way and traffic.
		West Road	Yes	
		Whitfield	No	1) Whilst the speed limit will be reduced, I struggle to see how narrowing, congesting and reducing the visibility along Whitfield Street will provide a safer outcome for pedestrians, in particular small school children. Evidence of poor placement of trees undertaken during the Town of Bassendean previous developments is evident on Old Perth Rd, where people need to step onto the road to see oncoming traffic, with their visual assessment hindered by shrubs and trees in the median strip. Motorists too are unable to see small pedestrians as they approach the crossing. 2) Noise pollution to the residents of Whitfield Street, of traffic going over the speed bumps. Having previously lived in a house nearby to speed bumps within Bassendean; the speed bumps will change Whitfield Street from a quiet street to a noisy and congested street for residents. 3) Has research been undertaken as to the 'demand and need' for a cycleway within Bassendean. Very few parents utilise the footpaths provided to walk their children to school, much preferring to drive and cause car parking and street congestion. Would the merits of a cycleway cause a massive change in pedestrian, motorists behaviour and mindsets to warrant the financial outlay to the Town of Bassendean and the burden placed on Whitfield Street residents? One only needs to observe cycle ways elsewhere to see where a cycleway is available, cyclists still elect to use the road.
		West Road	No	I offer the following comments on the proposed concept design of the bike boulevard. The position stated that traffic from Whitfield Street will not be displaced to other roads is unlikely to be true. This is due to the proposed disconnection of Whitfield Street near the intersection with Old Perth Road. Traffic will need to go around this area and use other roads which could previously access through this area. The concept of having a bike boulevard is undermined and rendered largely ineffective by disconnecting the boulevard at major roads such as Bridson Street and Reid Street. The Bike Boulevard will generally reduce connectivity and legibility of the road network. The Department of Transport bike maps (Swan and Stirling Area) already identify a route through Bassendean along Bassendean Parade, North Road, and Devon Road which is a "Good Road Riding Environment" which links the origin and destination in the same manner as the Whitfield Safe Active Street would do. Previous traffic calming devices were installed on Shackleton Street and were subsequently removed after a poll of local residents indicated their lack of popularity. This proposed work has not been co-ordinated with adjacent recent work on West Road to slow the traffic environment adjacent the school. The recent work on West Road has effectively slowed the traffic in this area, so implementation of this bike boulevard is now less feasible due to a local distributor road already being subject to traffic treatments. The bike boulevard fundamentally links Sandy Beach reserve to the town centre only. The number of people travelling between these 2 locations is very small. There is also no on-wards connectivity from Sandy Beach reserve as the paths which run along the river towards Ashfield are in poor condition, sometimes flooded, and terminate at a set of stairs in Ashfield without any linkage to other river paths. The funds could be better spent connecting other parts of the cycling network, in particular providing a connection from the local area in Bassendean to the arterial cycle path along the railway line. There are very limited and widely spaced safe crossings of Guildford Road between Tonkin Highway and Old Perth Road, meaning local cyclists have limited access to use the main cycle path. In summary, the cycling environment in the areas on and around Whitfield Street is currently satisfactory and the proposed bike boulevard will unnecessarily shift traffic to other roads and create unintended consequences for the balance of the road network. The funds proposed for this project could be better spent in linking existing cycle paths to the rest of the arterial cycling network, in particular across Guildford road which serves as a major barrier to people accessing existing cycling infrastructure from the Bassendean and Ashfield Areas. As such, I do not support this proposal.
		Whitfield St	No	We live on the cul-de-sac, where the majority of residents recently rejected a path. It is very quiet...we don't want additional cyclists etc. A designated active st and lack of parking at Sandy Beach could also result in increased st parking on the cul-de-sac to access the pathway. We would then demand resident parking only for the cul-de-sac. If the steps at end of river path are opened to cycleway, more recreational cyclists will be attracted. We don't want nature path at end of cul-de-sac to be expanded/trees destroyed. We propose active st to come down to Reid, turn left as a shared cycle/pedestrian pathway to West Rd and then to follow as shared cycle/pedestrian pathway to river. Council could consider a cafe for old vineyard site at junction of Bassendean Pde, Reid & West as cycle cafe, as has been proposed previously.
		74B Whitfield Street	Yes	It is very important that careful consideration in partnership with landscapers and planners be undertaken to ensure the vegetation/slow points/chicanes do not appear as after thoughts as they do on the Bayswater Leake St Boulevard. The landscaping, or lack thereof, on Leake Street is detrimental to the street appeal and detracts from the benefits of such an innovative concept. Careful planning with regards slow points/chicanes and driveway/verge/bin access needs to be assessed, reassessed and with continued resident consultation as many people own 4WD's, trailers, caravans, etc and currently some of the locations will impede access. I specifically refer to around my residence at 74b Whitfield which includes new construction and driveway locations across the road. This is of great concern to me. Further, more consideration needs to be given to the high level of traffic during school drop off/pick up times with Whitfield St a primary school access point. Potential for bottlenecking at slow points may lead to increased frustration/danger on an already busy street with many children using it as a way to get to school. Integration of the full design and ongoing resident consultation will be key to its success. Thank you.

Name: Q1 Response	Email: Q2 Response	What street do you live on? Q3 Response	Do you generally support this project? Q4 Response	Do you have any comments, concerns or questions about this project (including the concept design)? Q5 Response
		Whitfield St		<p>I attended the recent briefing on this concept design last week. I have also visited the Bayswater concept to fully appreciate design elements.</p> <p>The meeting last week could not inform interested parties of the final design. Details such as type/height of traffic calming were unavailable, meaning that it is impossible to be firm in ones opinion as to how this project will impact residents and the wider community.</p> <p>Speed signs do not slow traffic down, and I am concerned that measures to do so will involve barriers that are too steep, resulting in braking on approach, and acceleration away from whatever is being proposed. It is disconcerting to learn that the street is proposed to be altered, yet minimal research has been undertaken to see if residents/community members have any interest in riding bikes along this route. Today (5th March) one bike used the street between 10 and 11am.</p> <p>From a personal perspective, I have greater faith in closing streets off - as has already taken place at Whitfield St/Watson St, and measures of this nature could easily be implemented at Whitfield St/Deakin St intersection, allowing the street to be much safer for all users, with lower speeds and bike paths allowed to pass through the closed element. This would negatively impact fewer numbers of residents, avoid the unsightly signs and road markings currently used in these designs, and give more of a community feel to the street.</p> <p>Narrowing the roads and using raised barriers will make life difficult for boat and trailer owners, lead to excessive noise when 4WD owners blast over the ramps, and do little for the community in general.</p> <p>Until proper surveys are carried out (how many senior citizens intend to use bikes?), and final proposals put to paper, it is pretty poor to expect residents to be able to give a considered opinion.</p> <p>Regards,</p>
			No	<p>Andy S.</p> <p>General response:</p> <ul style="list-style-type: none"> •Live on Whitfield St and support the notion of PSPs feeding into Safe Active Streets. •WSUD opportunities: I strongly support the implementation of Water Sensitive Urban Design for road verges and drains and see this proposal as an opportunity to make some real changes along this route – please give this high priority. •Design templates: I ask that common sense prevail when looking at the reality on the ground so that dumb application of the model does not impose a nonsense solution such as seems to be about to happen along the PSP on Railway Parade alongside Success Hill Station where the formulaic application of a design template will cause removal of valuable vegetation in a very low-traffic street. <p>Sheet 1, 2, 3 & 4 of 15.</p> <ul style="list-style-type: none"> •Need a traffic design that brings trucks in and out onto Guildford Road at Whitfield St rather than from south. •Like that the design tries to discourage trucks accessing Village from Shackleton St but is there a more effective way to do that? Where will they go when this route is closed? <p>Sheet 5 of 15</p> <ul style="list-style-type: none"> •Balmerston Square park – replace mountable kerbing so that road drains into park. Could be used for angle parking to ease pressure on cafe strip. •Balmerston St intersection – good to switch the Stop signs to Palmerston St as this slows east-west traffic. •80kph is good. <p>Sheet 6 of 15</p> <ul style="list-style-type: none"> •The school is the most important part of this plan. As people approach from all the access points to drop off and pickup. I did wonder why the design does not base itself around the school so that there is a safer circle of access to the east and west of the school, rather than going north-south past it but now I get that the idea is to put in a safe-cycle grid connection, rather than choose a section in isolation. <p>Sheet 7 & 8 of 15</p> <ul style="list-style-type: none"> •The pinch point is probably the only one in the whole plan that is likely to make a valuable difference. Good to slow drivers approaching the school, perhaps help to achieve 30kph limit. •Bridson St needs to be slowed – from 60kph to 50kph or slower. •Things are already quiet at the Watson St intersection. •Lots of scope for tree planting. How were these vegetation spots selected? <p>Sheet 9 & 10 of 15</p> <ul style="list-style-type: none"> •This is already a slow section due to the closure at Watson St. Can't see any point to pinch points – let's have the WSUD features without the pinching? <p>Sheet 11, 12, 13 of 14</p> <ul style="list-style-type: none"> •Sheets 11 & 12 I support the removal of mountable curb all along this section as traffic is minimal and it would allow more rainwater to roadside vegetation. In particular the cul de sac end onto the Ashfield Flats. •Can't see any point to pinch points on sheets 11 & 12 – except to facilitate WSUD features - is there another way to do this? •Slowing traffic on Reid Street would be a good thing, but...
			Yes	

Appendix 5 – Hardcopy Survey / Feedback Form Responses

- 32 responses via the letter drop hardcopy survey / feedback form

[REDACTED]

[REDACTED]

[REDACTED]

Yes

No

The crossing over from Whitfield (crossing over Brindson) shows a speed hump - will there be a speed hump further along Brindson? to slow traffic before this crossing?

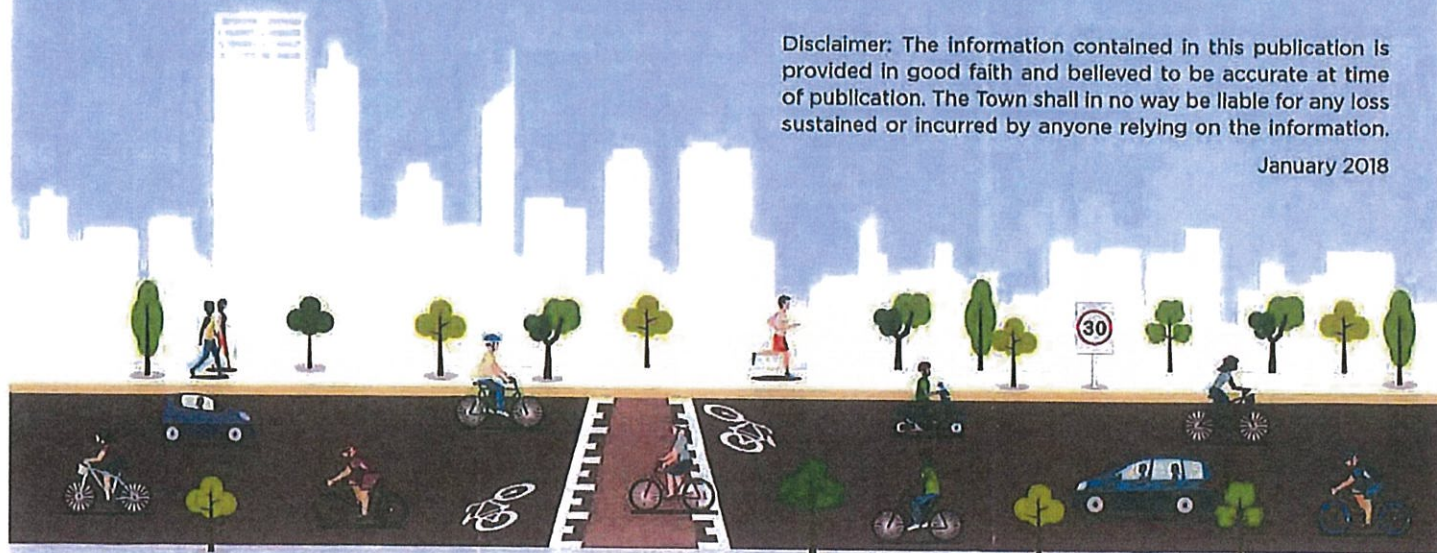
Contact

Names:

Email:

Thank

January 2018



Do you generally support this project? ☒ Yes ☐ No

Do you have any comments, concerns or questions about this project (including the concept design)?

Fully support the concept - and this particular proposal. Site is well chosen -
Must ensure speed limit is physically enforceable
The streetscape illustrated below suggests an environment which may see children spill over into the roadway for play - I support this.

What street do you live on? HAMILTON Street, -Southern End.

Contact

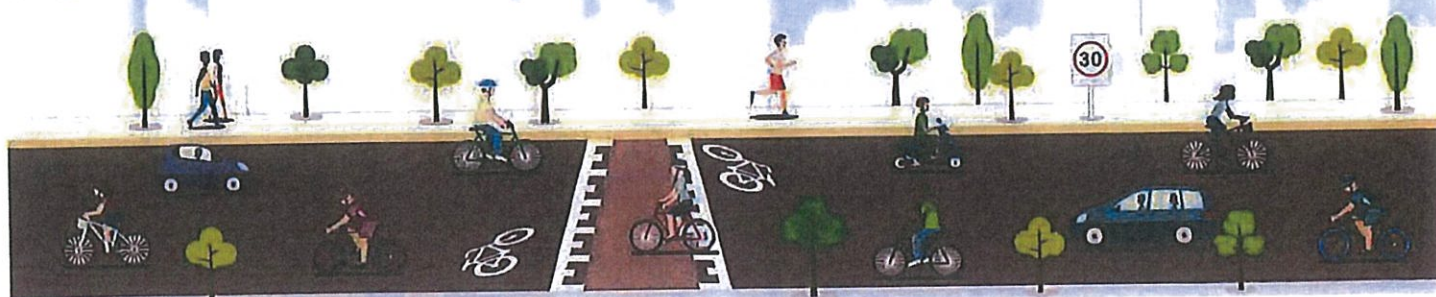
Name:

Email:

Thank you for your input.

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Do you generally support this project? ☒ Yes ☐ No

Do you have any comments, concerns or questions about this project (including the concept design)?

Not at the moment.
The map that you included, was self explanatory and answered my questions, thank you.

What street do you live on? Hamilton Street.

Contact Information (Optional)

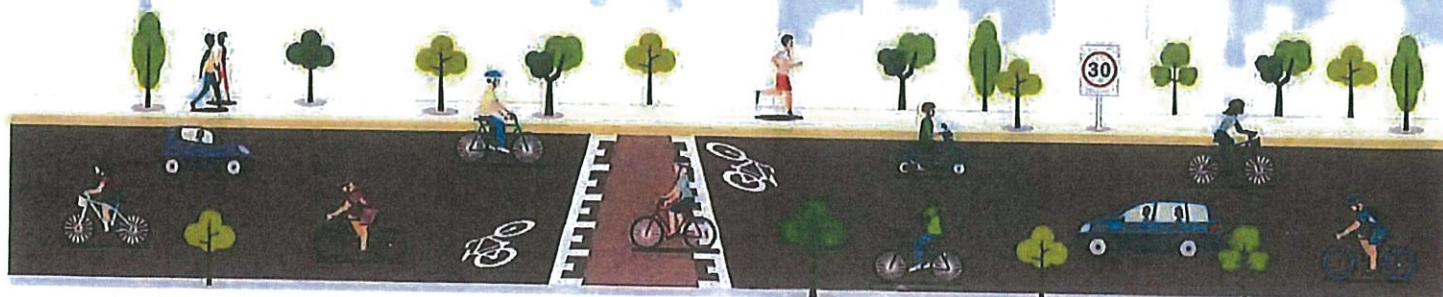
Name:

Email:

Thank you

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Do you generally support this project? ☒ Yes ☐ No

Do you have any comments, concerns or questions about this project (including the concept design)?

THIS IS A SENSIBLE IDEA, AS IT TAKES BIKES OFF WEST ROAD.
THERE SHOULD ALSO BE A DEDICATED BIKE LANE ON
REID STREET, BRISDON, PALMERSTON AND OLD PERTH ROAD

What street do you live on? WHITFIELD STREET

Contact details (optional):

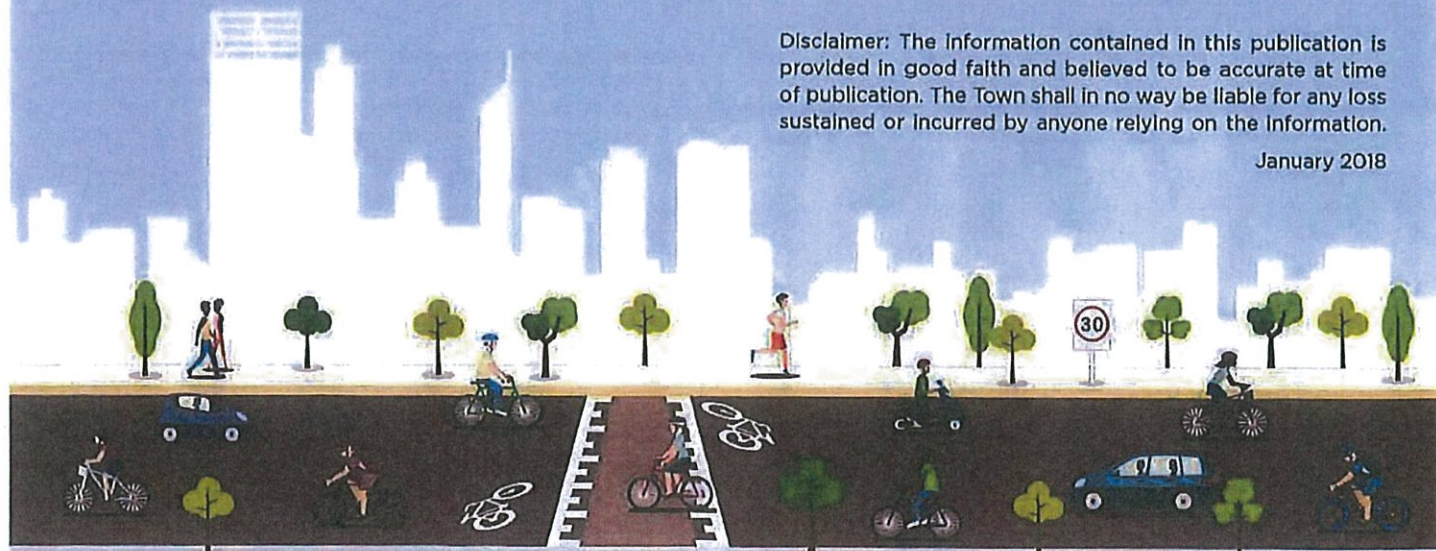
Name:

Email:

Thank you for your input.

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Do you generally support this project? ☒ Yes ☐ No

Do you have any comments, concerns or questions about this project (including the concept design)?

I Believe THE FOLLOWING SHOULD BE CONSIDERED.

1. WHITFIELD ST TO BE ONE WAY TRAFFIC TO THE NEXT INTERSECTION OR
2. REMOVE THE FIRST 6 PARKING BAYS ON THE EASTERN SIDE OF WHITFIELD ST FROM OLD PERTH ROAD.

THIS IS CURRENTLY A TRAFFIC DANGER NOW & WILL CONTINUE WITH TRAFFIC TRAVELLING IN BOTH DIRECTIONS. AN ACCIDENT WAITING TO HAPPEN.

What street do you live on? CNR OLD PERTH RD & WHITFIELD STREET.

Contact details (optional):

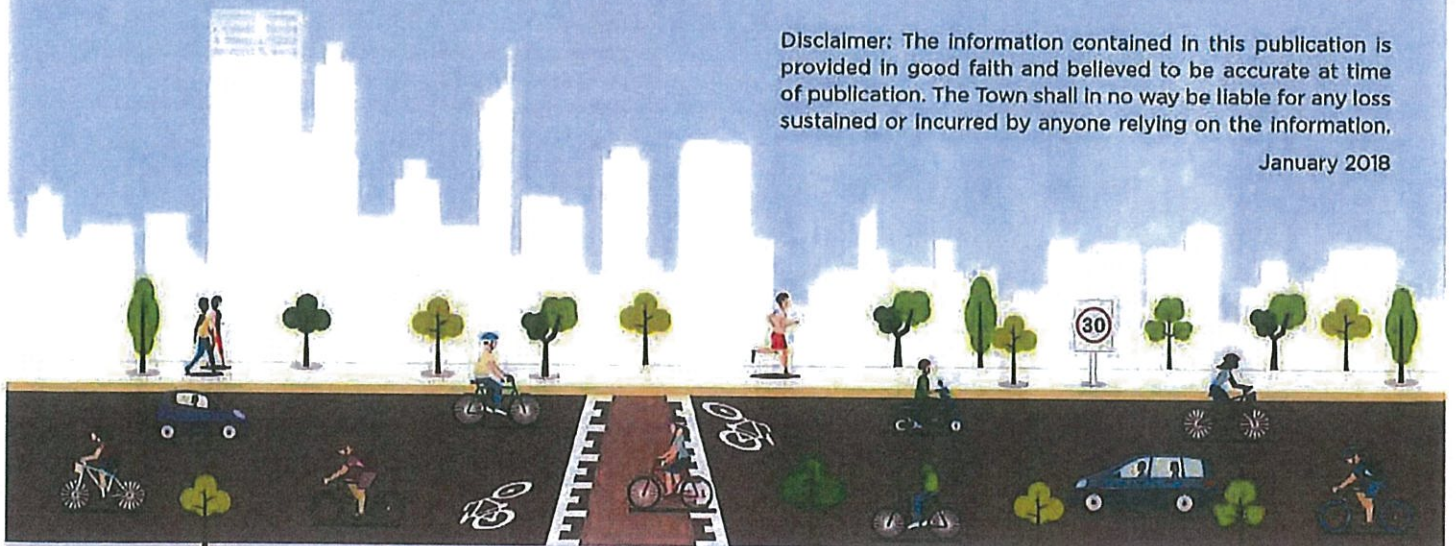
Name:

Email:

Thank you for y

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Do you generally support this project?	Yes	No
Q1. Do you generally support the proposed development?	60%	40%
Q2. Do you generally support the proposed development if it includes the following features?	78%	22%
Q3. Do you generally support the proposed development if it includes the following features?	85%	15%
Q4. Do you generally support the proposed development if it includes the following features?	92%	8%

Do you have any comments, concerns or questions about this project (including the concept design)?

If you make this street semi undrivable it will turn James St into a worse rat run than it already is. Other streets suffer. Is this fair? Does a councillor live on Whitfield?

What street do you live on? *James*

Contact details (optional):

Name:

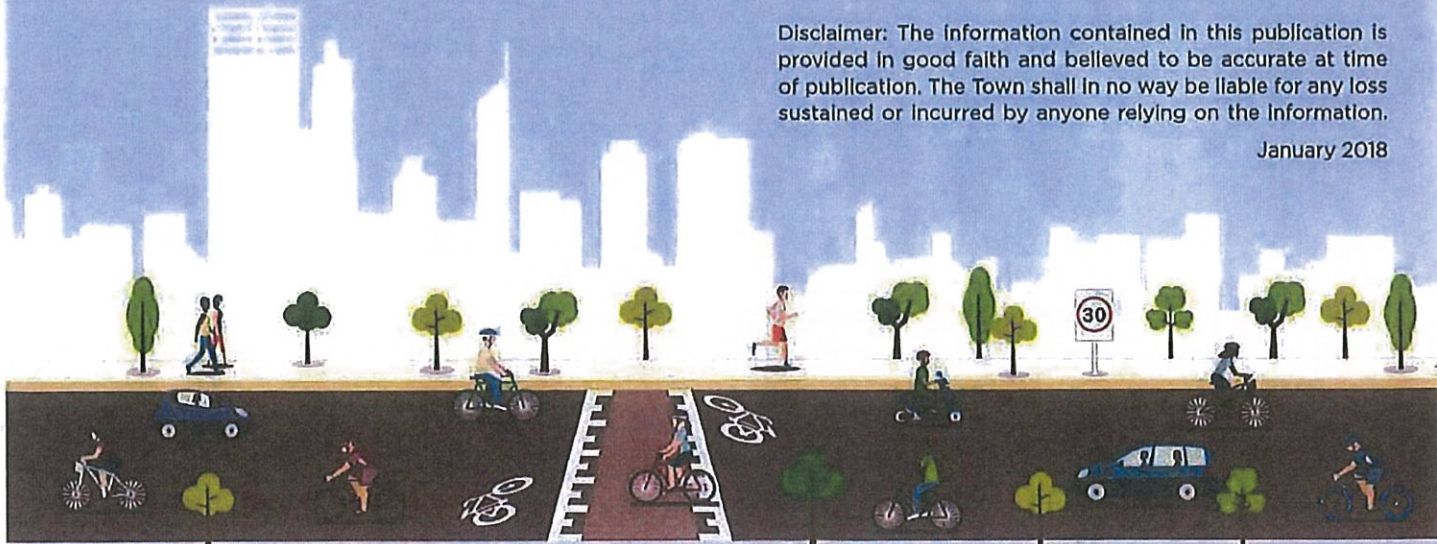
Email:

Thank you for your input.



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Do you generally support this project? ☒ Yes ☐ No

Do you have any comments, concerns or questions about this project (including the concept design)?

IT APPEARS TO BE A GOOD PLAN TO HELP
CYCLISTS AND PEDESTRIANS AND SLOWING
CAR TRAFFIC IS NOT A BAD THING

What street do you live on? OLD PERTH ROAD

Contact details (optional):

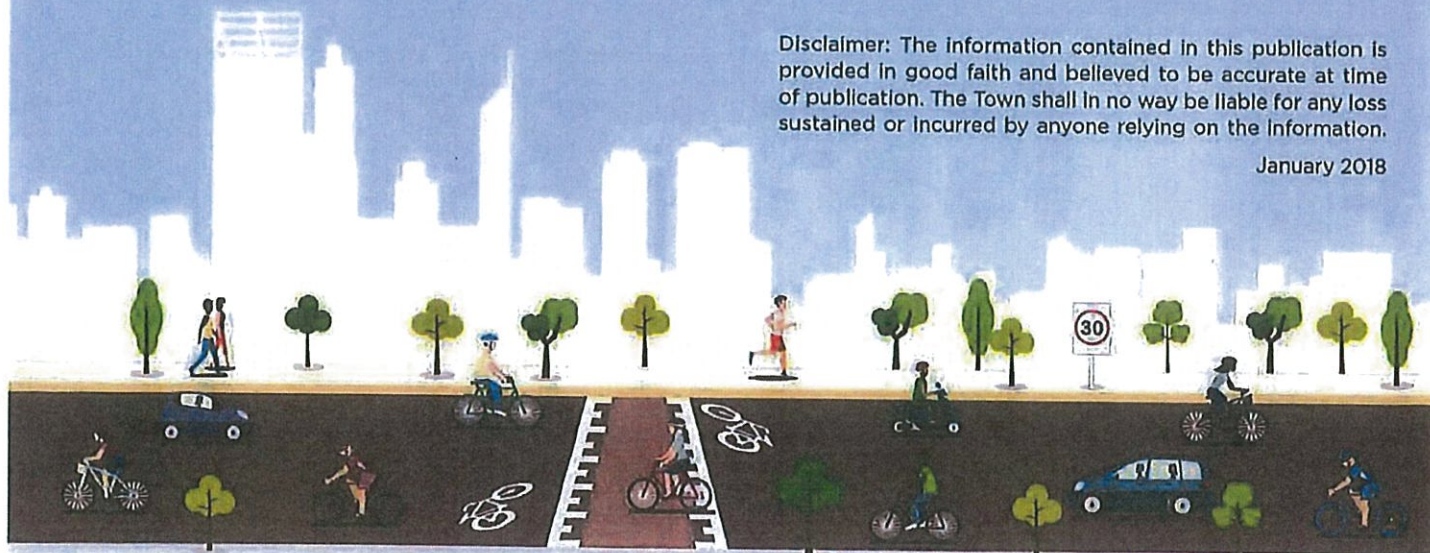
Name:

Email:

Thank you for your input.

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Do you generally support this project? ☒ Yes ☐ No

Do you have any comments, concerns or questions about this project (including the concept design)?

I suggest ripple strips on West Rd to deter rat run traffic avoiding Whitfield St. Possibly block West Rd at the roundabout near the football ground and re-route along OPR, giving local businesses more access to through-traffic. E-bikes are the new way to traverse the city so perhaps set up charging stations.

What street do you live on?

West Rd

Contact details (optional):

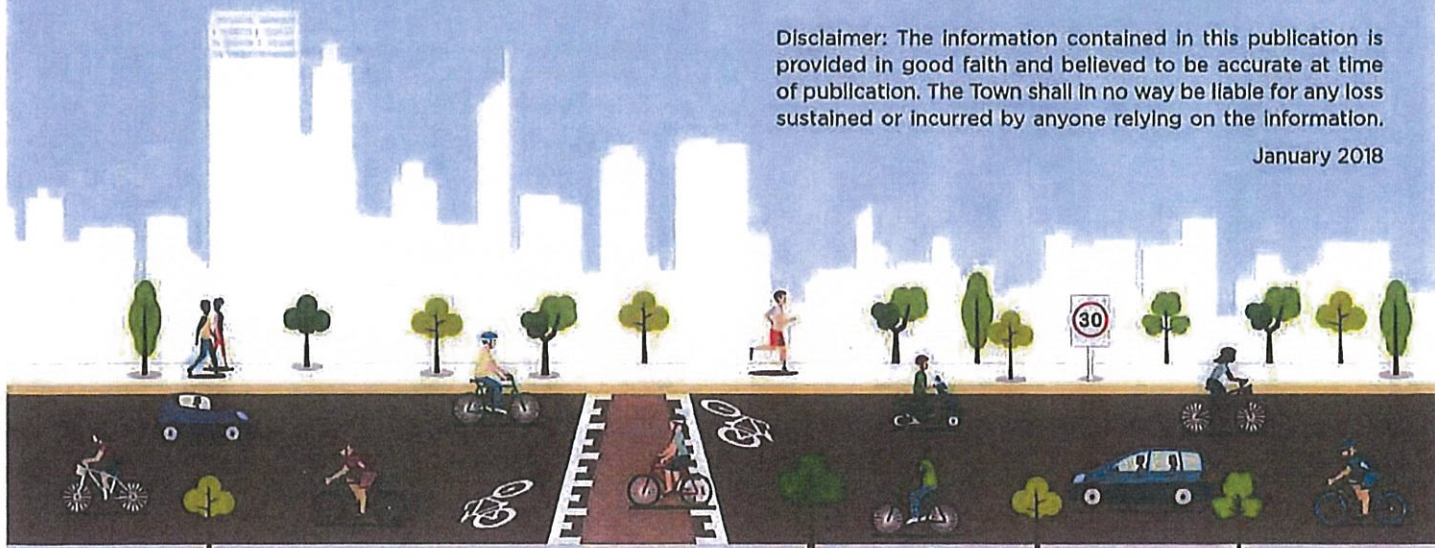
Name:

Email:

Thank y

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Do you generally support this project?



Yes



No

Do you have any comments, concerns or questions about this project (including the concept design)?

I SUGGEST A CLEARLY MARKED CROSSWALK COULD BE CONSIDERED FROM STH TO NTH SIDE ON CNR OF BRIDSON & WHITFIELD STS FOR CHILDREN GOING TO AND FROM SCHOOL. SOME THOUGHT ALSO FOR SPEED HUMPS INSTALLED ON BRIDSON ST SPACED BETWEEN WILSON ST & WEST RD TO COUNTER THE SPEEDING TRAFFIC THAT FLIES DOWN BRIDSON ST ALSO SOME SPEED LIMIT SIGNS WOULD BE APPRECIATED IT'S A VERY BUSY STREET & CARRIES A LOT OF TRAFFIC.

What street do you live on?

Contact details (optional):

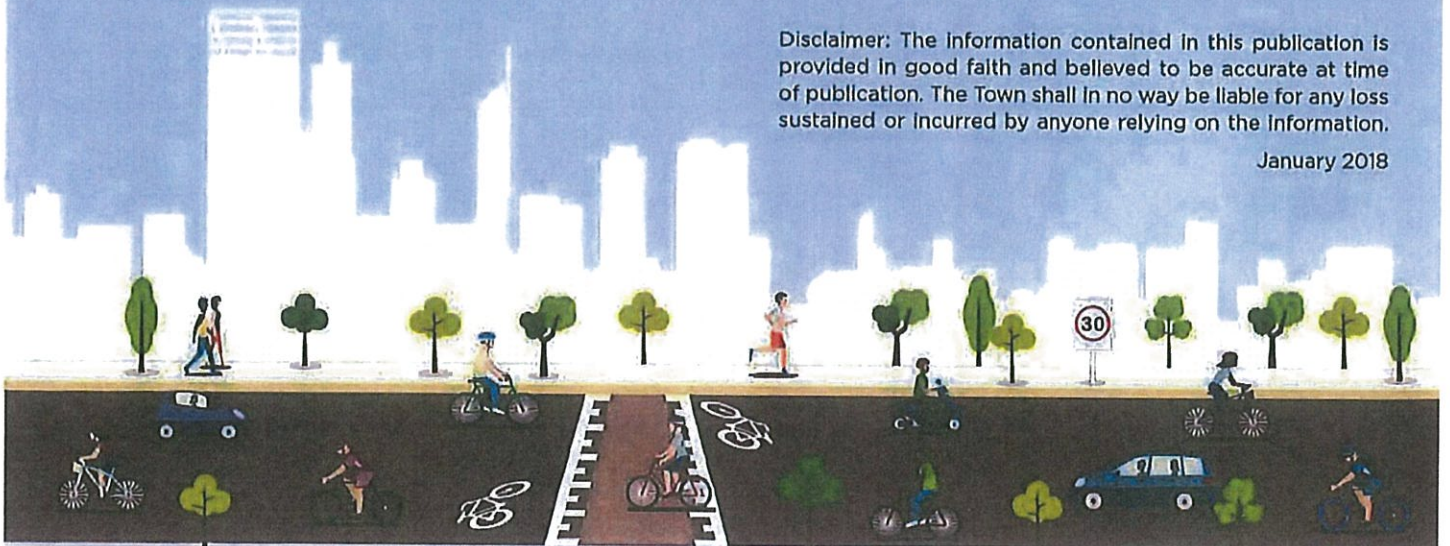
Name:

Email:

Thank y

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Do you generally support this project? ☒ Yes ☐ No

Do you have any comments, concerns or questions about this project (including the concept design)?

I like the idea however I think we should be considering running all of the above ground power along the street underground to help with the positive effect on the neighbourhood

What street do you live on?

West road

Contact details (optional):

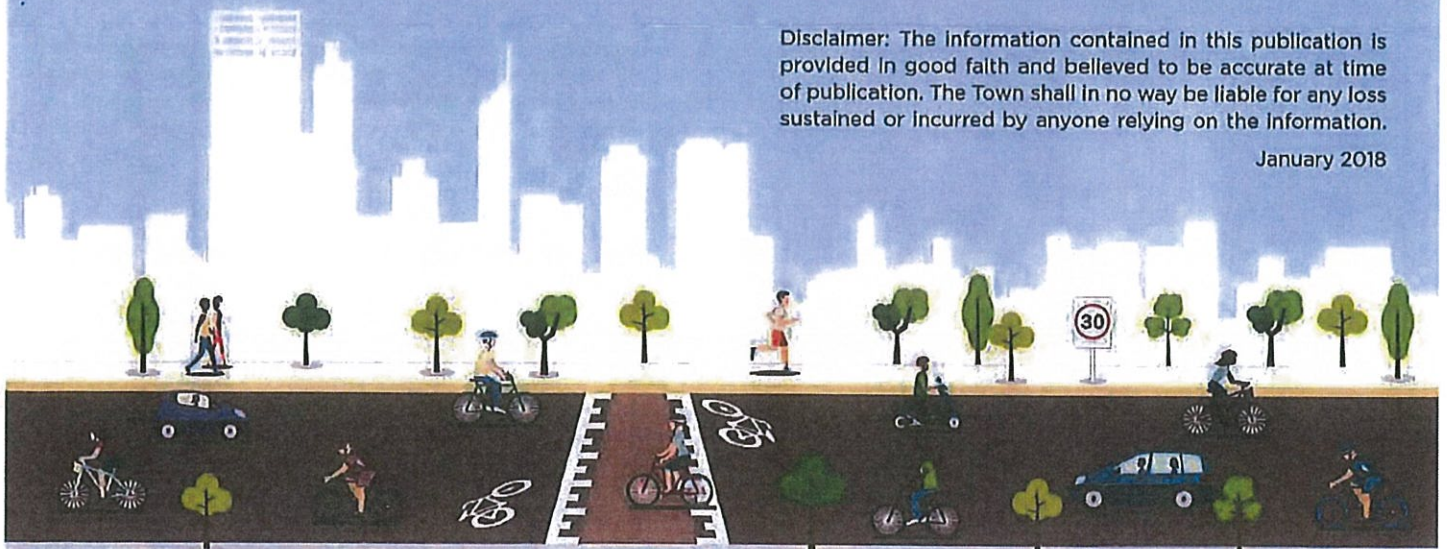
Name

Email

Thank you for your input.

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Do you generally support this project? ☒ Yes ☐ No

Do you have any comments, concerns or questions about this project (including the concept design)?

Sounds AWESOME!!

It is the route my 9 year old takes
to and from school, plus the route
we take to the shops and river -
slower + bike friendlier is good 😊

What street do you live on? Watson Street.

Contact details (optional):

Name:

Email:

Thank

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Do you generally support this project? ☐ Yes ☒ No

Do you have any comments, concerns or questions about this project (including the concept design)?

This is a waste of public money with no sensible purpose. If it has an impact on rates it will be at the expense of more worthwhile projects in Bassendean.

If money is to be spent on cycling it should be to ensure that busier roads have associated bicycle paths or dual use (bicycle/pedestrian) paths. Having a cycling trophy street is pointless.

Whitfield St is already safe to ride bicycles on, as are most streets in Bassendean other than the few major north-south and east-west thoroughfares. Making a single street into a poster child supposedly encouraged cycling throughout Bassendean is dreamed up by a govt committee with no clear aim on total cycle and pedestrian safety. I ride a bicycle on public roads and see no reason why this project would encourage others to do so. Even in the improving of crossings it is still only in relation to a single street. Finally, car traffic will be driven to use other streets making them more unsafe, undermining the overall aim.

What street do you live on?

WEST ROAD

Contact details (optional):

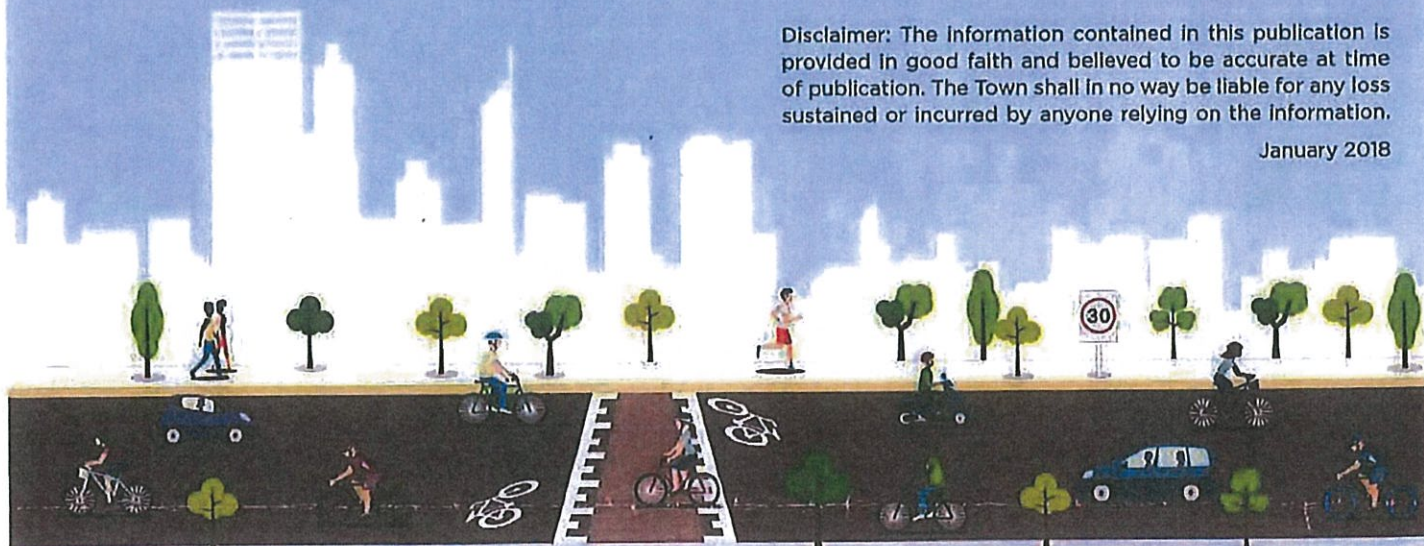
Name

Email

Thank

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Do you generally support this project? ☐ Yes ☒ No

Do you have any comments, concerns or questions about this project (including the concept design)?

THE STATE GOV & NOW THE SHIRE IS GOING TO SPEND OUR RATES ON PROVIDING MORE FACILITIES FOR CYCLISTS. BUT THEY ARE NOT ASKED TO PAY AN ANNUAL FEE TO HELP MAINTAIN THE INFRASTRUCTURE - WE MOTORISTS PAY REGO FEE'S / INSURANCE ETC TO HAVE THE RIGHT TO USE THE ROADS. NOW WE GET THE 30KPH / 100M PER HOUR RULE BUT NOT SPORTS RESTRICTIONS ON THE CYCLISTS - NO REQUIREMENT TO RIDE SINGLE FILE / NO REQUIREMENT TO INDICATE BEFORE TURNING ETC - THIS IS A FORM OF REVERSE DISCRIMINATION.

What street do you live on?

WEST RD

Contact details (optional):

Name:

Email:

Thank you for your input.

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Do you generally support this project? ☒ Yes ☐ No

Do you have any comments, concerns or questions about this project (including the concept design)?

I do support this project/concept as long as it doesn't negatively impact on residents in the street. Parking has already become an issue in Whitfield at OPR intersection which is effecting residents during times when the new eating options are open for business.

What street do you live on?

Parnell Parade

Contact details (optional):

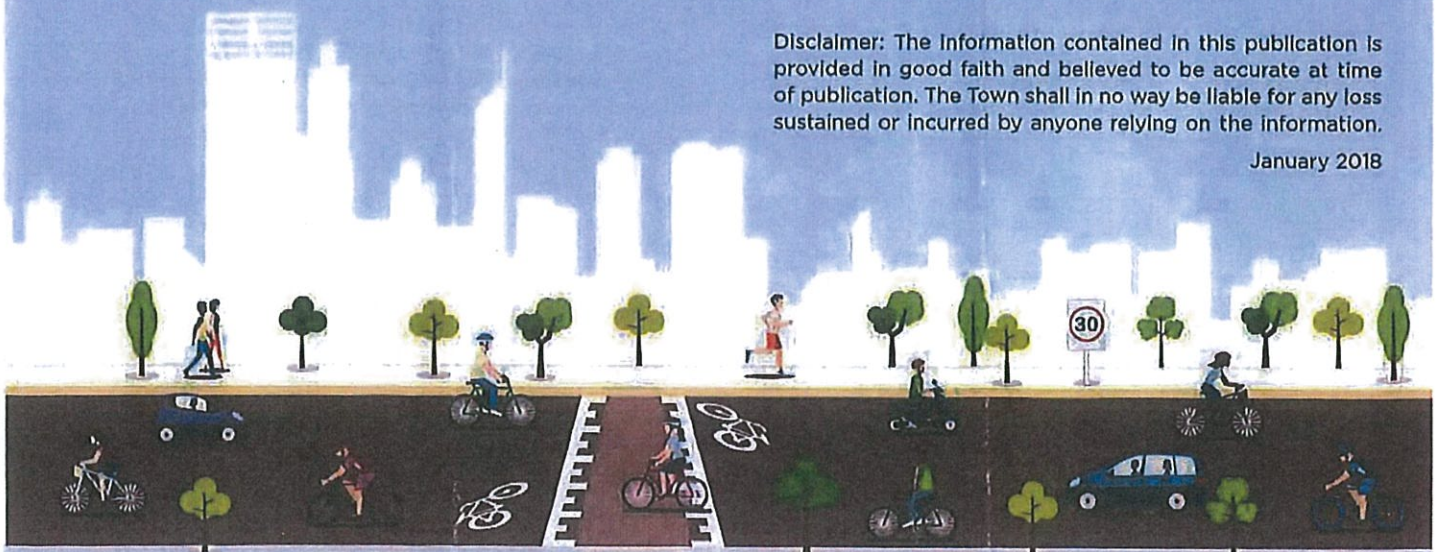
Name:

Email:

Thank you for your input.

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Do you generally support this project? ☒ Yes ☐ No

Do you have any comments, concerns or questions about this project (including the concept design)?

I have a concern about the speed some vehicles come down BRIDSON ST from Renny ST / SHACKLETON ST Roundabout this has been a long term problem which has been pointed out to Town of Bassendean To no Avail! I would suggest you need to slow Traffic Down coming Down this Hill because the vehicles are going very fast approaching the Whitfield intersection in this Project.

What street do you live on? BRIDSON STREET cnr Whitfield

Contact details (optional):

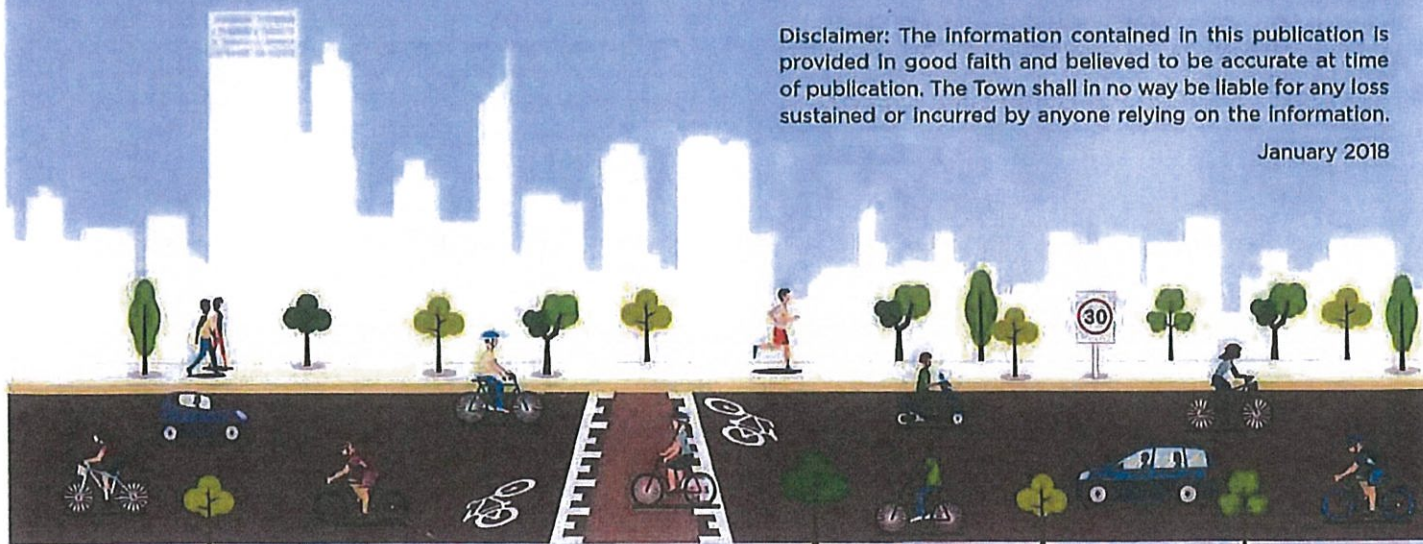
Name:

Email:

Thank you for your input.

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✓

Yes

No

sounds great - especially for children travelling to Barsedean Primary School

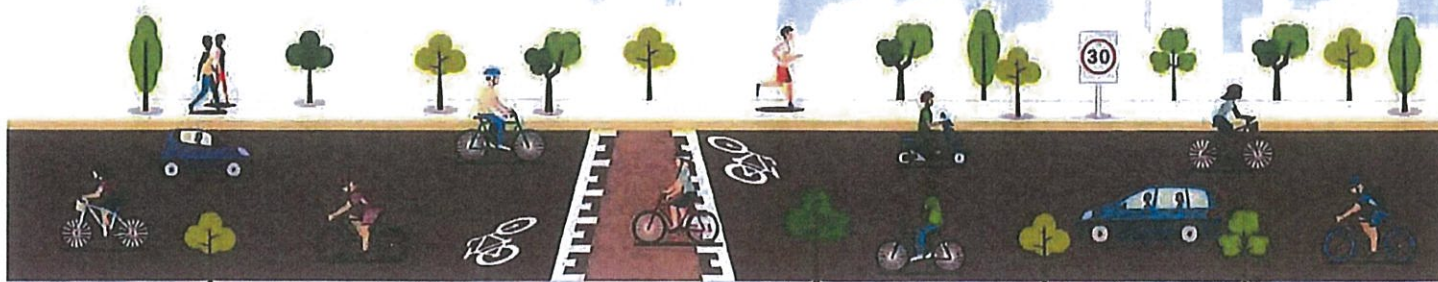
What street do you live on? Whitfield Street

Name _____

Ema

Thank you for your input.

January 2018



Do you generally support this project? ~~Yes~~ Yes ☒ No

Do you have any comments, concerns or questions about this project (including the concept design)?

~~On the below condition~~
Yes, we live at #79, on a very small cul-de-sac section of Whitfield St, Between Bridson + Watson streets. We are concerned, as ~~are~~ are our neighbours that the street will be opened up. As it is, we have had problems with cars driving across our verges and the pavement to get through and so opening up this section will, I am sure, cause this to happen even more. I am in support of the project ^{only} on the condition that the cul-de-sac is not opened up.

What street do you live on? Whitfield

Contact details (optional):

Name:

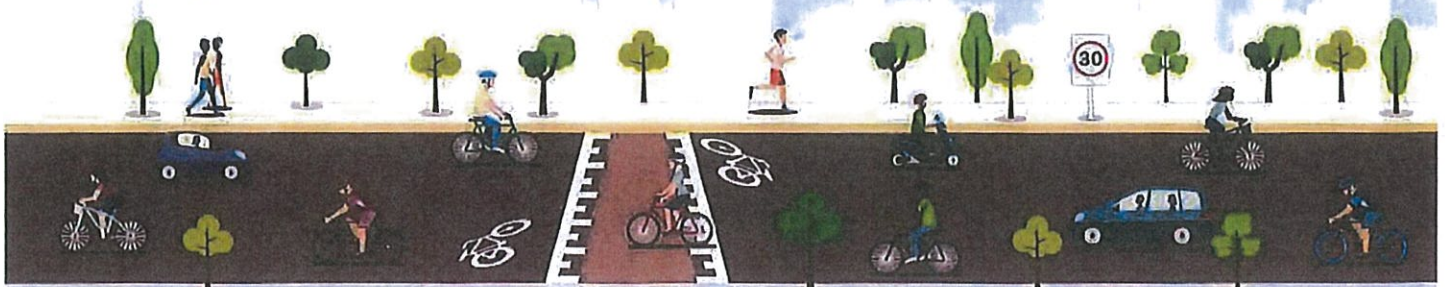
Email:

Thank you for your input.

One of the reasons we purchased this house is because it sits on a cul-de-sac and in the park opposite. Opening up the road for cars will encourage bikes to sneak through which is a safety concern which is a safety concern we would take away from the reasons we enjoy our position on this street so much.

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Whitfield Safe Active Street Project – Feedback

I support the project and offer a number of constructive and cost saving suggestions

1. Change the nominated street tree for Whitfield St from Red Flowering Gum *E. Ficalia* to a variety of species suited to clay soils that will grow quickly and have a wide canopy. Red Flowering Gums perform very poorly in clay soil and prefer well drained sand. This preference is evident in the newly planted trees south of Reid St where most are visibly stressed as they have gone into species survival mode and are putting energy into flowering and nut (seed) production rather than the expected vigorous growth expected in young trees. The JDA report, on page one, states that clay is present below the topsoil down to depths of approximately 12 to 16 metres and that infiltration of the natural soil will be poor.
2. Bridson St is a very busy Local Distributor road and traffic controls here should be upgraded to those proposed at Reid and Palmerston Sts.
3. Abandon the proposal for Whitfield St south of Reid St. This is a quiet, low usage cul de sacked 'no through road' and residents recently declined the offer to have a footpath. Instead continue to widen the path on West Rd from Villiers St to Reid St and then duplicate the crossing proposed to go at the Villiers St intersection. Raise the paving 'entry statement' opposite 148 West Rd. (For the record this paving was meant to be raised when constructed but the supervisor misread the plans and set the paving into the road). Complete the link along Reid St to Whitfield St. There is already a well-established use pattern of cyclists 'following the river' and going West, Reid to Bassendean Pde. This suggestion achieves the same desired outcome but is far less expensive.
4. Enhance the project by approaching the owners of the vineyard to enquire as to their interest in Council rezoning the corner location of the dwelling and winery (that Council sought to have heritage listed) as Cycle Café. This then becomes a community meeting place as described in the Notional Planning Precinct proposal and tidily links the foreshore cycle route with that of the Safe Active Street Project.

Regards



? have ~~se~~ reservations.

Do you generally support this project? ☐ Yes ☐ No

Do you have any comments, concerns or questions about this project (including the concept design)?

As a resident of 85 OPR living on the Whitfield side of the building. I am concerned for the trucks needing access to our building and the businesses in the area. It is now a very busy intersection street OPR to Palmerston. Housing Park is also of concern.

What street do you live on? WHITFIELD ST

Contact details (optional):

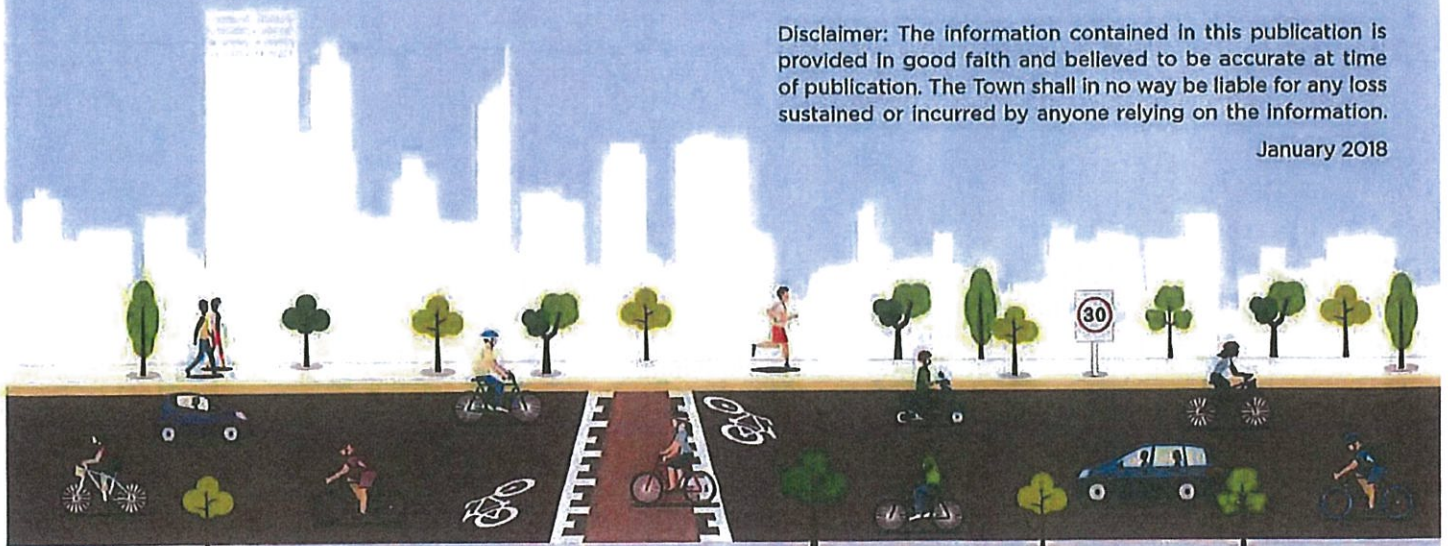
Name

Email

Thank you for your input.

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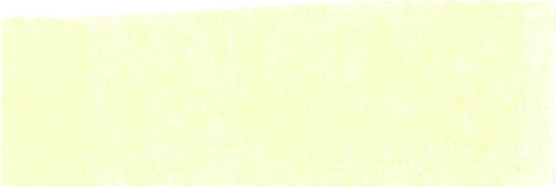

January 2018



re: Whitfield Safe Active Street Project

Our concerns are the following :-

- A. Large 6 wheel trucks use our right-of-way to collect bins, empty the grease trap and general deliveries to the rear of the shops at 77-83 Old Perth Road. We are in the process of checking the turning circle of these vehicles.
- B. The entry from Old Perth Road into Whitfield Street will be very tight if 2 commercial vehicles are there at the same time, as you are aware each vehicle is 2.4 metres wide plus their mirrors.
- C. The Town is promoting more denser living and we now have quite a few eateries in this area and we are now losing parking bays.
- D. We are not against safer bike paths, but maybe more thought needs to be put into this project and in this particular section of Whitfield Street.
- E. If someone from this project would care to look at the verge at 32 Whitfield Street on general and recycle bin days they may have concerns how your contractor can collect all of these bins in a safe manner.


 Whitfield Street Bassendean

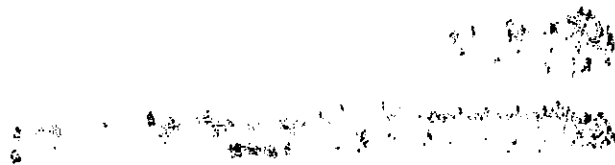
What a load of rubbish.

How are our visitors going to park? In the next street? Are children allowed to play in the street? How many people who live in Bassendean are bikers, most come from outside Bassendean, and the council should put the people of Bassendean first.

Have you looked at who rides bikes? At this moment in time, most bikes use North Road and Bassendean Parade from Guildford road and bridge to connect to Sandy Beach.

North Road with its wide verges would make for a good bike path, without the need for road slow points, no need to make expensive road works

WHAT A WASTEFUL USE OF TAX PAYERS MONEY.



Do you generally support this project? ☒ Yes ☐ No

Do you have any comments, concerns or questions about this project (including the concept design)?

1. SHOULD BE A PRIORITY ROAD FULL LENGTH
2. NEED TO CONTROL SPEEDS ON BRIDSON, PALMISTON & RIED.
3. OBSERVED PEOPLE HAVING PROBLEMS CROSSING BRIDSON DUE TO INABILITY TO JUDGE SPEED OF MODERN CARS AND THEIR ACCELERATION.
4. HIGH DEGREE OF LUCK REQUIRED TO CROSS ROAD SAFELY

What street do you live on?

BRIDSON

Contact details (optional):

Name:

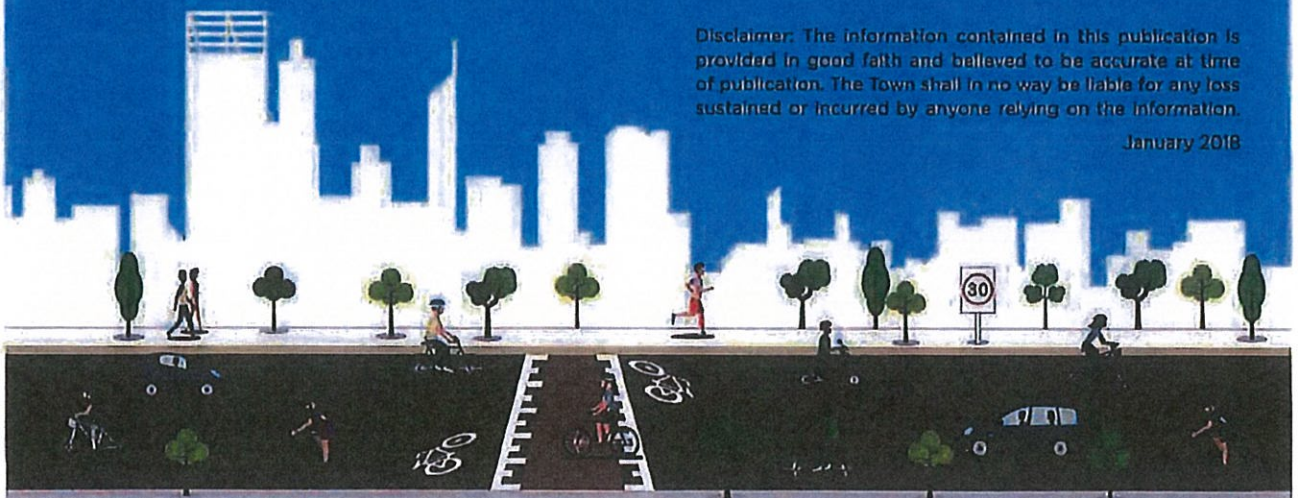
Email:

Thank you for your input.

SEE THE DATA / TIME REQUIRED
FOR DECISION
MAKING TO CROSS A ROAD WHERE
VEHICLE TRAVEL AT VARIOUS
SPEEDS.

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Do you generally support this project? ☐ Yes ☒ No

Do you have any comments, concerns or questions about this project (including the concept design)?

Parking at BPS is crazy making is restricted access will make this time worse. Throw kids in at the same time is dangerous. Also, one Whitfield and Old Perth road is very busy, there are units there with 40+ households.

What street do you live on?

Whitfield

Contact details (optional):

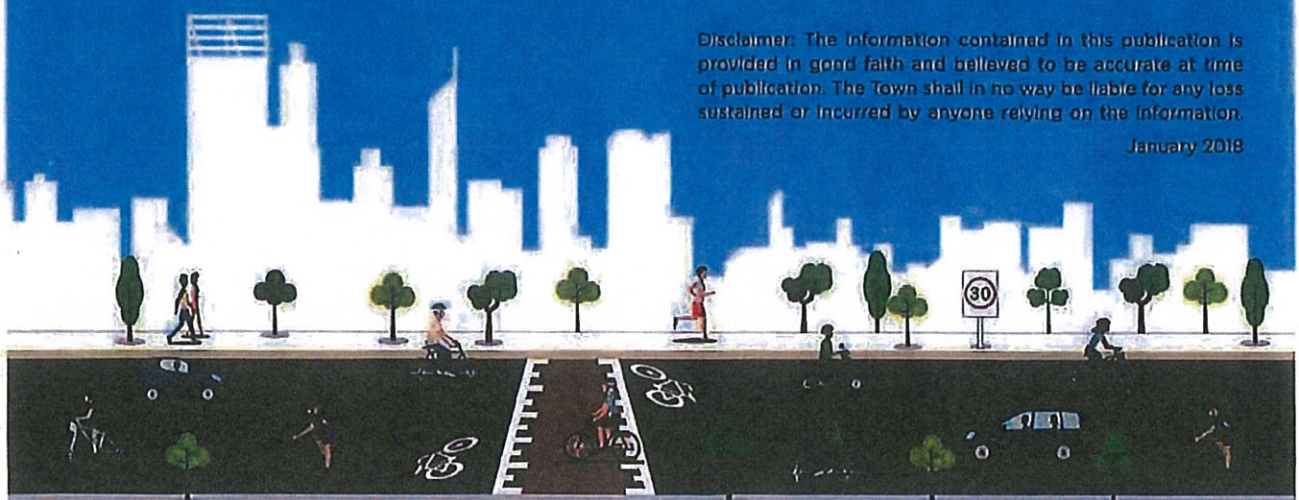
Name

Email

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Do you generally support this project? ☒ Yes ☐ No

Do you have any comments, concerns or questions about this project (including the concept design)?

Brilliant idea. Love the cul-de-sacs. It will stop the trucks and extra traffic which will make it safer for cyclists & children.

What street do you live on?

Whitfield St

Contact details (optional):

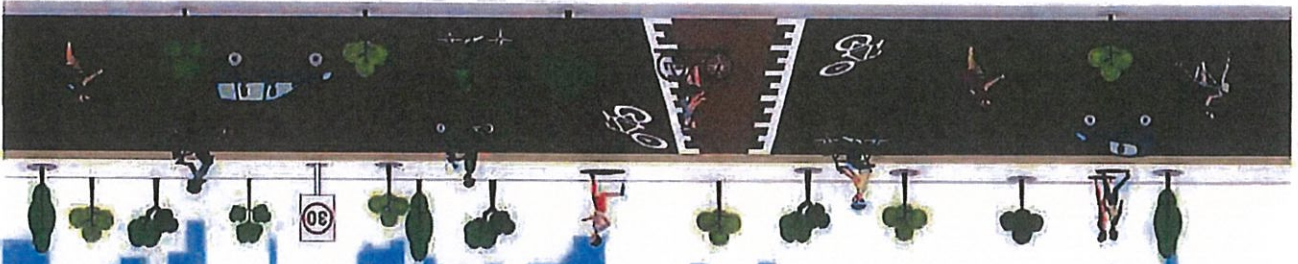
Name:

Email:

Thank you for your input.

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Do you generally support this project? ☒ Yes ☐ No

Do you have any comments, concerns or questions about this project (including the concept design)?

The concept plan is a winner. I do like the cul de sac.

What street do you live on? WHITFIELD ST.

Contact details (optional):

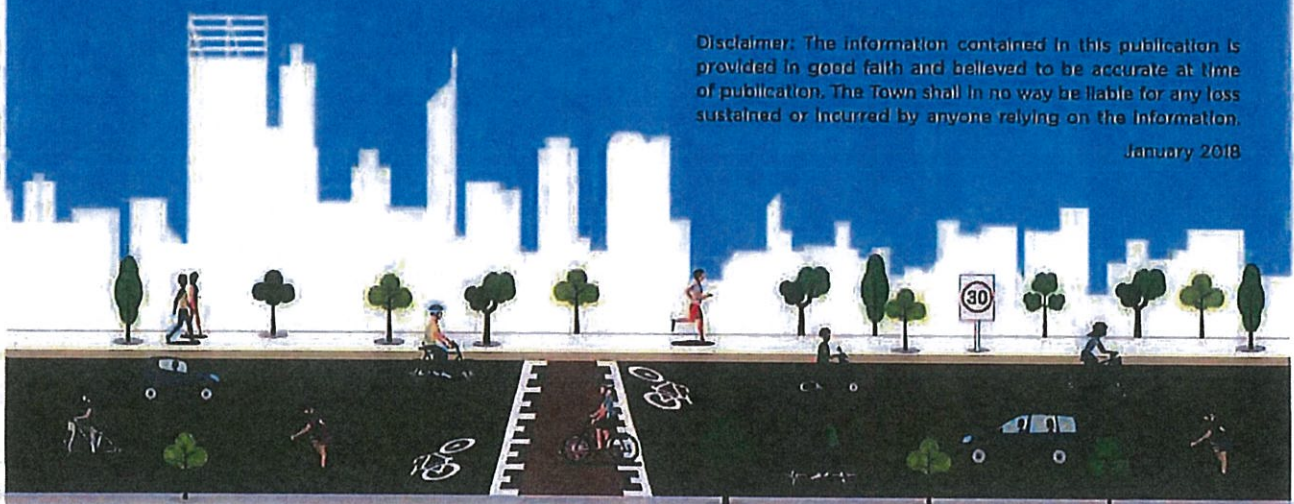
Name

Email

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☒ Yes

Agree with concept totally however would like to see following points being taken into consideration:

1. Restrict parking in front of ^{those} residential homes between #16 Whitfield / ^{one of} Old Perth Road to 2-hr limits.
2. Provide these residents with parking permits for either their visitors, Workmen etc
3. Introduce 2 sets of speed humps in order to reduce / ^{slow down} speeding drivers
4. Introduce marked parking bays with ^{white} lines to better manage parking practices along both sides of this section of Whitfield St. from Guildford Rd → Old Perth Rd.

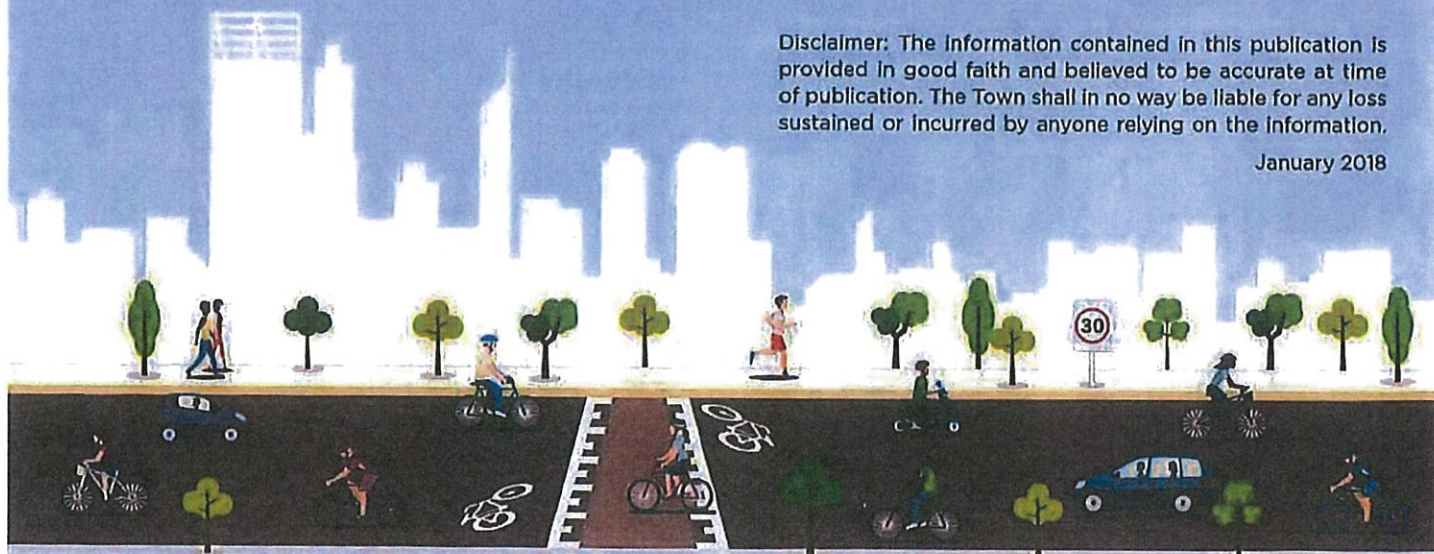
What street do you live on? 18 WHITFIELD ST

Name:

Email:

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Do you generally support this project? ☒ Yes ☐ No

Do you have any comments, concerns or questions about this project (including the concept design)?

Fantastic Idea!

More cycle friendly options are always going to benefit the community.

Well done !!

What street do you live on? WATSON ST

Contact details (optional):

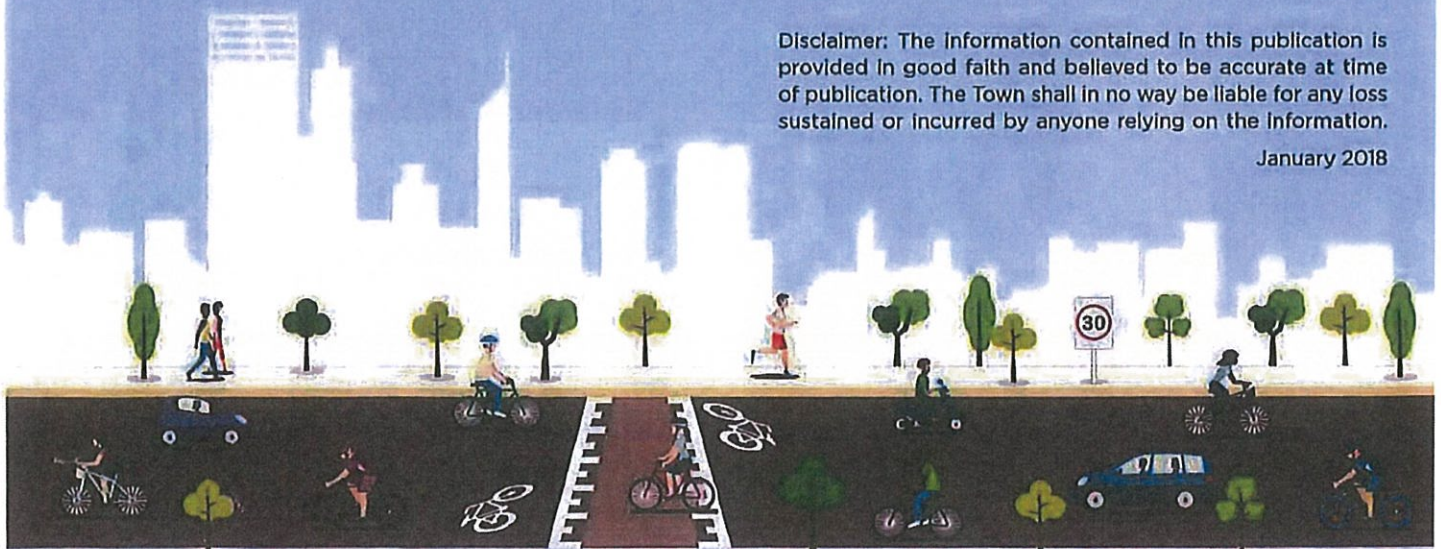
Name:

Email:

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Do you generally support this project? ☐ Yes ☒ No

Do you have any comments, concerns or questions about this project (including the concept design)?

Money would be better spend on other projects. I have lived on whitfield street a long time and don't see many people riding Bikes. it needs to stay to same because of the School Parking they take up the street now and its a nightmare to go down whitfield st with all the marked parked cars already.

What street do you live on?

Whitfield.

Contact details (optional):

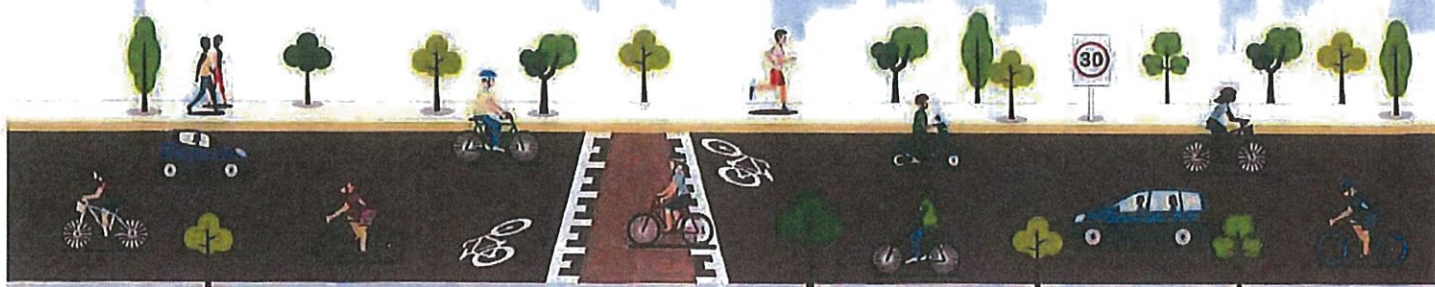
Name:

Email:

Thank

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Do you generally support this project? ☐ Yes ☒ No

Do you have any comments, concerns or questions about this project (including the concept design)?

I HAVE A SEVEN YEAR OLD AND A NINE YEAR OLD,
WE FREQUENTLY RIDE OUR BIKES TO SANDY BEACH
EASILY ALONG FOOT PATHS CURRENTLY IN PLACE.
MAIN CONCERN IS INCREASE IN TRAFFIC ON
HAMILTON STREET AND WE BELIEVE MONEY CAN
BE USED ELSE WHERE IN THE COMMUNITY.

What street do you live on?

HAMILTON STREET

Contact details (optional):

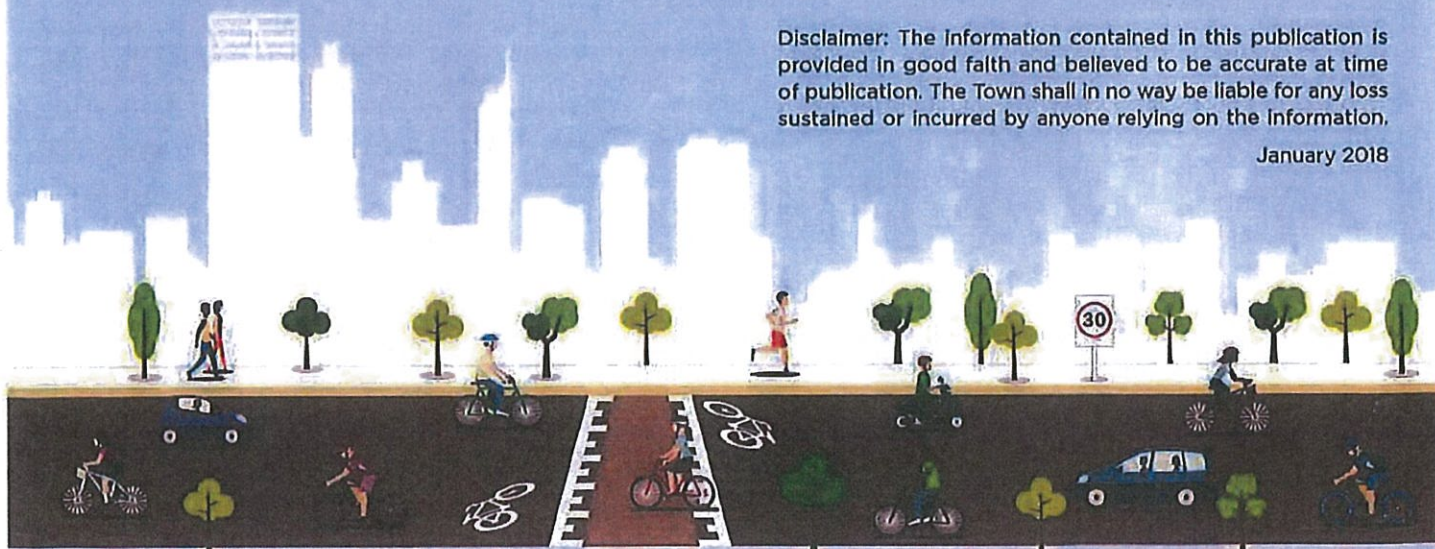
Name:

Email:

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WHITFIELD STREET ACTIVE STREET PROJECT

Thank you for the presentation last night ,to clarify some of the ratepayers concerns.

Overall the Project will be an asset for Bassendean.

My main concern is the bottleneck Cul de Sac at the intersection of Whitfield Street and Old Perth Road.

As explained last night I live in the Apartment Complex on the corner of these Streets. There are 40 families living in this apartment in addition to 4 Commercial businesses.

Morning and evening there are the vehicle movements for these families and business people ,in and out of the Basement and driveway.

During the day as many as 6 trucks go up and down the driveway to remove Rubbish ,and supply goods to the shops along OPR. These are mostly heavy vehicles and not just Utilities.

This is the only access for all these activities.

Traffic along Whitfield St also includes several COLES Freezer trucks , most often at night but also seen during the day.

Business parking along Whitfield Street is always at a premium and it is correct that these businesses have spaces available.

There has been an increase in people using the Hamburger and Pizza shops, some walking but still a lot of people coming in cars.

May I suggest that you consider making 'OFF – STREET' parking spaces on the Whitfield and Palmerston street borders of PALMERSTON PARK

The verge around the park would have room to accommodate this. This could be used as a drop off space for the School and for people using the park. Also an area for Football parking during the season.

The overall Plan will be good for the Town and if you are able to smooth out the Bottle neck at Old Perth Road it will be a real asset.

Old Perth Road. BASSENDEAN

Do you generally support this project? ☐ Yes ☒ No

Do you have any comments, concerns or questions about this project (including the concept design)?

Yes! As a resident of Hamilton Street, traffic will absolutely increase for us. There is already not enough school parking (it's always all over the verge) and this will also increase. One feedback form with inadequate information and one community

What street do you live on?

Hamilton Street

Contact details (optional):

Name:

Email:

Thank you for your input.

session with no promotion in the Bassendean Briefings (???) was simply not enough! I totally oppose this project in its current location. Please choose a street that is not under ^{the} existing pressure as Whitfield Street is —> you're simply moving the traffic and parking issues to surrounding streets! True consultation means asking/placing alternative street

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Whitfield St Boulevard

General response:

- **Support for beneficial change:** I live on Whitfield St and support the notion of PSPs feeding into Safe Active Streets.
- **WSUD opportunities:** I strongly support the implementation of water sensitive urban design for road verges and drains and see this proposal as an opportunity to make some real changes along this route – please give this high priority.
- **Design templates:** I ask that common sense prevail when looking at the reality on the ground so that dumb application of the model does not impose a nonsense solution such as seems to be about to happen along the PSP on Railway Parade alongside Success Hill Station where the formulaic application of a design template will cause removal of valuable vegetation in a very low-traffic street.

Sheet 1, 2, 3 & 4 of 15. Guildford Road

- Need a traffic design that brings trucks in and out onto Guildford Road at Whitfield St rather than from south.
- Like that the design tries to discourage trucks accessing Village from Shackleton St but is there a more effective way to do that? Where will they go when this route is closed?

Sheet 5 of 15

- Palmerston Square park – replace mountable kerbing so that road drains into park. Could be used for angle parking to ease pressure on cafe strip.
- Palmerston St intersection – good to switch the Stop signs to Palmerston St as this slows east-west traffic.
- 30kph is good.

Sheet 6 of 15

- The school is the most important part of this plan. As people approach from all the access points to drop off and pickup. I did wonder why the design does not base itself around the school so that there is a safer circle of access to the east and west of the school, rather than going north-south past it but now I get that the idea is to put in a safe-cycle grid connection, rather than choose a section in isolation.

Sheet 7 & 8 of 15

- The pinch point is probably the only one in the whole plan that is likely to make a valuable difference, good to slow drivers approaching the school, perhaps help to achieve 30kph limit.
- Bridson St needs to be slowed – from 60kph to 50kph or slower.
- Things are already quiet at the Watson St intersection.
- Lots of scope for tree planting.

Sheet 9 & 10 of 15

- This is already a slow section due to the closure at Watson St. Can't see any point to pinch points – let's have the WSUD features without the pinching.

Sheet 11, 12, 13 of 14

- Sheets 11 & 12 I support the removal of mountable curb all along this section as traffic is minimal and it would allow more rainwater to roadside vegetation. In particular the cul de sac end onto the Ashfield Flats.
- Can't see any point to pinch points on sheets 11 & 12 – except to facilitate WSUD features - is there another way to do this?
- Slowing traffic on Reid Street would be a good thing, but...
- ... I don't support putting a stop sign on a bus route in this location. It does nothing to improve the bus service and will be noisier for the near neighbours, (of which I am one).
- Actually, while I like the concept of living on a safe active street, I think the cycle path should turn into Reid St and that the Boulevard should be taken down West Road from Reid St as that is where the traffic goes and therefore the investment in road improvement would be better spent – Whitfield St south of Reid St is already a quiet boulevard – just needs the WSUD verge treatment.

Sheet 15 of 15

- Fine to connect recreational cycle path with the PSP
- Not fine to develop a major nature playground in the floodway.