

# **ATTACHMENTS**

## **ORDINARY COUNCIL MEETING**

### **26 APRIL 2017**

#### Attachment No. 1

Ordinary Council Minutes of 28 March 2017

#### Attachment No. 2

Lot 746 (No 9) Broadway, Bassendean

- Letter received from applicant dated 13/3/17.
- Copy of the approved site plan for the construction of 3 grouped dwellings.
- Aerial image showing the extent of right-of-way required to be paved by the condition.
- Aerial image showing the extent of right-of-way proposed to be paved by the applicant.

#### Attachment No. 3

- Attachment No. 3A: Town of Bassendean Officer report of March 2008 titled "Proposed Outline Development Plan Lot 100 No. 2-4 Railway Parade Bayswater"
- Attachment No.3B: Town of Bassendean Officer report of April 2011 titled "Proposed Special Control Area Lot 10 Nos 2-4 Railway Parade, Bayswater"
- Attachment No. 3C: Town of Bassendean Officer report of April 2013 titled "Proposed Outline Development Plan Lot 100 No. 2-4 Railway Parade Bayswater"
- Attachment No. 3D: City of Bayswater Officer report of January 2017 titled "Proposed Amendment to Town Planning Scheme No. 24 – Modifications to Special Control Area 10"
- Attachment No. 3E: City of Bayswater District Planning Scheme No. 24 Amendment No. 71 Report
- Attachment No.3F: Perth Peel @ 3.5 million – Central Sub-regional Planning Framework Parts 1 and 2
- Attachment No.3G: Ashfield Precinct Plan – January 2010

#### Attachment No. 4

- Assessment documentation for entry in the State Register of Heritage Places.
- Municipal Heritage Inventory Place Record Form 225: Town Pillar Box.

Attachment No. 5

Lot 25 (No. 300) Collier Road, Bassendean

- Development Application Report and Plans.
- Letter from the application provided 21 February 2017.
- Applicant's correspondence dated 11 April 2017.
- Correspondence on behalf of the Department of Planning dated 10 April 2017.
- Local Planning Policies No's 6, 15, 16, 18.

Attachment No. 6

15 Bridson Street, Bassendean

Letter from landowner and photographs of existing patio.

Attachment No. 7

Management Plan: Surrey Street Community Centre, Incorporating the Pensioner Guard Museum

Attachment No. 8

Code of Conduct

Attachment No. 9

Draft 2017-2027 Community Strategic Plan

Attachment No. 10

Notice of the AGM, together with general information on the meeting and guidelines for the preparation and submission of motions.

Attachment No. 11

Liveable Town Advisory Committee Minutes of 11 April 2017.

Attachment No. 12

Quarterly Report

Attachment No. 13

List of Accounts

Attachment No. 14

Financial Statements



# **ATTACHMENT NO. 1**

# TOWN OF BASSENDEAN

## MINUTES

### ORDINARY COUNCIL MEETING

#### 28 MARCH 2017

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# **TOWN OF BASSENDEAN**

## **MINUTES**

### **ORDINARY COUNCIL MEETING**

**HELD IN THE COUNCIL CHAMBER, 48 OLD PERTH ROAD, BASSENDEAN**

**ON TUESDAY 28 MARCH 2017 AT 7.00PM**

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#### **1.0 DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS**

The Presiding Member declared the meeting open, welcomed all those in attendance and acknowledged the past and present traditional owners and custodians of the land on which the meeting was being held.

The Presiding Member presented a Sports Achievement Award to Michael Huynh.

#### **2.0 PUBLIC QUESTION TIME & ADDRESS BY MEMBERS OF THE PUBLIC**

##### **2.1 Public Question Time**

Ms Kathryn Hamilton, 53 Broadway Street, Bassendean

Ms Hamilton referred to Motion 3 of the Special Meeting of Electors and asked why the change of government means there is no funding available for this project.

The Mayor responded that the new government has not committed funds to this project.

Ms Hamilton asked that if the project is resurrected the Council should make no future reference to the survey.

The Mayor responded that Council will consider this motion at Item 10.9 of tonight's Agenda.

Ms Hamilton stated that she is still waiting on an unedited copy of the exchange of emails between the CEO and the Department of Sport and Recreation (DSR).

The CEO advised that the emails sent to Ms Hamilton were unedited, and that he was awaiting a response from the officer at DSR.

Ms Hamilton also asked for copies of all other communications between the Town of Bassendean, DSR and Football West in relation to the Ashfield Reserve.

The CEO advised that the information would need to be requested through Freedom of Information as it relates to documents from a third party.

Ms Hamilton asked for a list of dates of all communications.

The CEO advised that he would provide them.

Ms Hamilton referred to Motion 4 of the Special Meeting of Electors in regard to the concrete batching plant and asked what Council is going to do to expedite a speedy response to this.

The Mayor responded that the matter will be considered by Council at Item 10.9 of tonight's Agenda.

Ms Rachel Darbourne, 48 Fourth Avenue, Bassendean

Ms Darbourne asked if the Town was supportive of a reuseable shopping bag donation bin at the Hawaiian Shopping Centre.

The CEO responded that Town officers will liaise the property owners of the Bassendean Shopping Centre to see they are supportive of this initiative.

Ms Nonie Jekabsons, 6 Barton Parade, Bassendean

Ms Jekabsons referred to Item 10.3 and asked that the term 'arborist' needs to be reworded as it is too vague and does not specify any qualification.

The Mayor advised that Cr Bridges will be making an amendment to that item.

Ms Ivanka Radalj

Ms Radalj referred to the Special Meeting of Electors and asked why the "vote of no confidence" motion was not recorded on Page 11 of the Special Meeting of Electors Minutes.

The Director Corporate Services advised that it was recorded in the minutes.

Ms Radalj requested an update on the situation with the Bassendean Fire Station.

The Mayor advised that Council had resolved to deter the matter pending the outcome of the state election.

The CEO advised that the incoming member for Bassendean, Mr Dave Kelly, has given a commitment that he would pursue to have the volunteer fire brigade reinstated.

Ms Radalj requested that this information be provided to her in writing.

Mrs Val Dreyer, 31 Naunton Crescent, Eden Hill

Mrs Dreyer asked why the flag has not been up at the War Memorial.

The CEO advised that it was taken down in the evening for the outdoor movies but it has been up in the daytime.

Mr Don Yates, 10 Thompson Road, Bassendean

Mr Yates referred to the upcoming Council election in October and asked if there will be four vacancies and whether the necessary paperwork had been submitted.

The CEO responded that there will be four vacancies, as the seventh Councillor position has been approved.

Mr Warren Wright, 58 Margaret Street, Ashfield

Mr Wright asked the Mayor to explain his claims that the plans for the Ashfield soccer stadium are confidential, but they have been made available under FOI.

The Mayor responded that it is his understanding that the documents are still cabinet in confidence and the project is not being pursued by the new government.

Mr Daljit Kan, 9 Broadway Street, Bassendean

Mr Kan referred to the pedestrian accessway near his property and expressed concern at the rubbish and needles etc and asked what strategy the Council has in managing this.

The Manager Development Services advised that there is likely to be a report on this matter in a future Council agenda.

Ms Lisa Chandler, 76 Kenny Street, Bassendean

Ms Chandler referred to Item 11.8 and asked if the heritage consultant's report is available on the Town's website and what is the deadline for public submissions on the Municipal Heritage Inventory.

The Manager Development Services responded that the report is available on the Town's website. General comments are due by 3 April 2017. Where the Town has written to property owners, they have until 15 April 2017.

Mrs Fran Phelan, 15 River Street, Bassendean

Mrs Phelan referred to Item 10.7 and asked what were the original lease term arrangements for the Bowling Club and why are they only receiving a lease extension to December 2017.

The Director Community Development advised that the original lease term was five years. The Bowling Club has been given an extension to December 2017 to allow time for the lease to be renegotiated. This has been agreed to by the Bowling Club.

Mr Bill Dreyer, 31 Naunton Crescent, Eden Hill

Mr Dreyer referred to Item 10.7 and asked why the lease is not for longer.

The Mayor responded that the Town needs to have a look at the facility and what work needs to be done there before a new lease is drawn. The Club will remain at the facility.

Mr Ian Veale, 33 Bassendean Parade, Bassendean

Mr Veale referred to Item 11.6 and asked who prepared the background information on that item.



The Mayor advised that the background information is provided by the Councillor who submitted the notice of motion.

## **2.2 Address by Members of the Public**

*It should be noted that public statements are not recorded in the minutes.*

## **3.0 ATTENDANCES, APOLOGIES AND APPLICATIONS FOR LEAVE OF ABSENCE**

### Present

#### Councillors

Cr John Gangell, Mayor  
Cr Mike Lewis, Deputy Mayor  
Cr Gerry Pule  
Cr Paul Bridges  
Cr Bob Brown  
Cr Renee McLennan

#### Officers

Mr Bob Jarvis, Chief Executive Officer  
Mr Michael Costarella, Director Corporate Services  
Mr Graeme Haggart, Director Community Development  
Mr Simon Stewert-Dawkins, Director Operational Services  
Mr Anthony Dowling, Director Strategic Planning  
Mr Brian Reed, Manager Development Services  
Mrs Amy Holmes, Minute Secretary

#### Public

Approximately 35 members of the public were in attendance.

#### Press

One member of the press was in attendance.

#### Leave of Absence

Cr McLennan requested a Leave of Absence for 19 April to 26 April 2017 (returning for the OCM on the evening of 26 April).

Cr Brown requested a Leave of Absence for 11 April to 23 April 10.7.

### COUNCIL RESOLUTION – ITEM 3.0

**OCM – 1/03/17** MOVED Cr Bridges, Seconded Cr Pule, that Cr McLennan be granted a Leave of Absence for 19 April to 26 April 2017 and Cr Brown be granted a Leave of Absence for 11 April to 23 April 2017.

CARRIED UNANIMOUSLY 6/0

### 4.0 DEPUTATIONS

- 4.1 Mr Daniel O'Rourke, Property Owner, addressed the Council regarding Item 10.2 - Proposed Carport at Lot 101, No 125 Walter Road East, Bassendean.
- 4.2 Ms Tania Hohneck, resident of Kenny Street, addressed the Council regarding Item 11.8 – Notice of Motion, Bassendean Municipal Heritage Inventory.
- 4.3 Gabrielle Wennekes, resident of Kenny Street, addressed the Council regarding Item 11.8 – Notice of Motion, Bassendean Municipal Heritage Inventory.
- 4.4 Kelsey Burraston, resident of Kenny Street, addressed the Council regarding Item 11.8 – Notice of Motion, Bassendean Municipal Heritage Inventory.
- 4.5 Dan Endy, resident of Kenny Street, addressed the Council regarding Item 11.8 – Notice of Motion, Bassendean Municipal Heritage Inventory.

### 5.0 CONFIRMATION OF MINUTES

#### **5.1 Ordinary Council Meeting held on 28 February 2017**

#### COUNCIL RESOLUTION/OFFICER RECOMMENDATION – ITEM 5.1(a)

**OCM – 2/03/17** MOVED Cr Pule, Seconded Cr Lewis, that the minutes of the Ordinary Council Meeting held on 28 February 2017 be received, with the following amendment:

Item 10.7 - OCM-8/02/17 should read, as shown in bold:

- 3.(c) *Policy aligns with the submission lodged with the Department of Planning on 17 February 2017 and the specific comments in the Draft Design Policy prepared by the Town's **Senior Planning Officer addressed as primary controls and forwarded to the WAPC for endorsement.***

Item 10.10 - OCM-10/02/17, should read, as shown in bold:

"MOVED Cr Bridges, Seconded Cr McLennan that:

1. Council rescinds OCM-33/10/16, which reads:

*"MOVED Cr Bridges, Seconded Cr Brown, that the temporary 100 year flood height vinyl stickers recently attached to power poles be replaced with non-corroding metal bands with the same message and where this is impractical due to the presence of reinforced supports a white band be painted around the pole and supports and the 25 and 100 year flood zone bands be removed to avoid confusion where not adjacent to the flood information signs. Should this require a further financial contribution then this be addressed in the forthcoming budget review";*

2. The temporary 100 year flood height vinyl stickers recently attached to power poles be replaced with non-corroding metal discs with the same message and where this is impractical due to the presence of reinforced supports, a white band be painted around the pole and supports and the 25 and 100 year flood zone bands be removed; and
3. Council receives the report on the meeting of the Bassendean Local Emergency Management Committee held on 1 February 2017.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION –  
ITEM 5.1(b)

**OCM – 3/03/17** MOVED Cr Bridges, Seconded Cr Pule, that the minutes of the Ordinary Council Meeting held 28 February 2017, as amended, be confirmed as a true record.

CARRIED UNANIMOUSLY 6/0

**6.0** ANNOUNCEMENT BY THE PRESIDING PERSON WITHOUT  
DISCUSSION

Nil

## **7.0 PETITIONS**

Nil

## **8.0 DECLARATIONS OF INTEREST**

- 8.1** Mr Simon Stewert-Dawkins, Director Operational Services, declared an Interest for Item 10.5 in accordance with the Local Government Act 1995 clause 5.70.

## **9.0 BUSINESS DEFERRED FROM PREVIOUS MEETING**

Nil

## **10.0 REPORTS**

### **10.1 Adoption of Recommendations En Bloc**

It was agreed that items 10.2, 10.3, 10.4, 10.8 & 10.9 be removed from the en-bloc table and considered separately.

### **COUNCIL RESOLUTION/OFFICER RECOMMENDATION – ITEM 10.1**

**OCM – 4/03/17** MOVED Cr Pule, Seconded Cr McLennan, that Council adopts en bloc the following Officer recommendations contained in the Ordinary Council Agenda of 28 March 2017:

<b>Item</b>	<b>Report</b>
10.10	Bassendean River Parks Management Committee Minutes of 8 February 2017
10.11	Access and Inclusion Committee Meeting held on 1 March 2017
10.12	Bassendean Local Studies Collection Management Committee Meeting held on 2 March 2017
10.14	Determinations Made by the Principal Building Surveyor
10.15	Determinations Made by Development Services
10.16	Use of the Common Seal
10.17	Calendar for April 2017
10.18	Implementation of Council Resolutions
10.19	Accounts for Payment – February 2017

**CARRIED UNANIMOUSLY 6/0**

Council was then requested to consider the balance of the Officer recommendations independently.

Item	Report
10.2	Proposed Carport at Lot 101; No. 125 Walter Road East, Bassendean
10.3	Proposed Tree Preservation Order for Moreton Bay Fig Tree at 8 Thompson Road, Bassendean
10.4	Vandalism of Street Verge Tree in First Avenue adjacent to the 89 Anzac Terrace, Bassendean
10.5	RFT CO 064W 2016-17 Recycling and Waste Services for the Town of Bassendean
10.6	RFT CO 065 2016-17 Construction of Civil Infrastructure for the Town of Bassendean
10.7	Bassendean Bowling Club – Holding over of Lease
10.8	Reconciliation Action Plan
10.9	Special Meeting of Electors held on 13 March 2017 - Council's Consideration of Resolutions Passed at the Meeting
10.13	Audit & Risk Management Committee Meeting held on 8 March 2017
10.20	Financial Statements – February 2017
11.1	Notice of Motion – Cr Pule: Seniors Housing and Well-Being Strategy
11.2	Notice of Motion – Cr Pule: Impact of Discontinuation of Vehicle License Concessions for Town of Bassendean
11.3	Notice of Motion – Cr Brown: Use of the Herbicide Glyphosate
11.4	Notice of Motion - Cr McLennan : Development of Surveys & Associated Community Consultation Documentation
11.5	Notice of Motion – Cr McLennan: Temporary Infant Health Clinic Facility
11.6	Notice of Motion – Cr McLennan: Children & Families' Services Facility
11.7	Notice of Motion - Cr Bridges: Bassendean Municipal Heritage Inventory
11.8	Notice of Motion - Cr Bridges: Relocation of the Bassendean Preservation Group
11.9	Notice of Motion - Cr Bridges: 1 Surrey Street Project
13.1	Proposed Land Swap of 27L Hyland Street and Part Lot 271; 116 Hamilton Street, Bassendean

**10.2 Proposed Carport at Lot 101; No. 125 Walter Road East, Bassendean, Property Owner: D O'Rourke (Ref: A5128 – Dylan Stokes, Planning Officer)**

**APPLICATION**

The purpose of this report was for Council to consider a proposal for a carport to an existing dwelling at Lot 101, 125 Walter Road East, Bassendean.

OFFICER RECOMMENDATION — ITEM 10.2

MOVED Cr Bridges, that Council refuses to grant development approval for the proposed carport at Lot 101 (No. 125), Walter Road East, Bassendean, for the following reasons:

1. The proposed carport does not meet the Town's Local Planning Policy 12: Development in the Front Street Setback, which requires the following:
  - i. The roof of the structure is to have a similar pitch as that of the existing residence; and
  - ii. The support columns are to be provided in brick or an alternate material to match the materials of the dwelling facing the street; and
2. The proposed carport does not meet the Town's Local Planning Policy 9: Incorporation of Existing Dwellings into Group Housing Developments, which requires the existing dwelling to be provided with two vehicle parking spaces (at least one undercover) which shall be designed in such materials to compliment the dwelling.

LAPSED FOR WANT OF A SECONDER

*Cr Gangell moved an alternate Motion.*

COUNCIL RESOLUTION – ITEM 10.2

**OCM – 5/03/17** MOVED Cr Gangell, Seconded Cr McLennan, that Council grants development approval for the proposed carport at Lot 101 (No. 125), Walter Road East, Bassendean, with the following conditions:

1. The carport is not to be enclosed nor provided with a roll-a-door or similar without the further approval of the Town first having been obtained.
2. Approved paving levels beneath the proposed carport shall not be modified without the further approval of the Town first having been obtained.
3. All stormwater is to be contained on site. Details of the method of disposal of stormwater being submitted for approval in conjunction with the application for a Building Permit.
4. All building works to be carried out under this planning approval are required to be contained within the boundaries of the subject lot.

5. The issue of a Building Permit prior to the commencement of any works on site.

Footnote:

- i. The applicant is advised to modify the common property on the subdivision survey strata plan to be consistent with the common property shown on the approved plans.
- ii. 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.

CARRIED 4/2

*Crs Gangell, McLennan, Pule and Brown voted in favour of the motion. Crs Lewis and Bridges voted against the motion.*

**10.3 Proposed Tree Preservation Order for Moreton Bay Fig Tree at 8 Thompson Road, Bassendean (Ref: DABC/BDVAPPS/A4929 Timothy Roberts, Planning Officer)**

APPLICATION

The purpose of this report was for Council to consider an outstanding request to place a Tree Preservation Order on the Moreton Bay Fig Tree located at 8 Thompson Road, Bassendean.

*Cr Bridges requested that the term 'Council's arborist' under Point 4 of the recommendation be amended to 'a suitably qualified independent arboricultural consultant', as shown in bold.*

COUNCIL RESOLUTION/OFFICER RECOMMENDATION — ITEM 10.3

**OCM – 6/03/17** MOVED Cr Bridges, Seconded Cr Pule, that:

1. Council approves the application for a Tree Preservation Order on the Moreton Bay Fig Tree (*ficus macrophylla*) located on Lot 15, No. 8 Thompson Road, Bassendean;

2. Council supports, in principle, a density variation to Lot 15, No 8 Thompson Road, Bassendean, when any proposed development retains the Moreton Bay Fig Tree so that the existing development potential can still be achieved;
3. Council notes that Town will write to the owner notifying them that Council is making a Tree Preservation Order on the Moreton Bay Fig Tree located at Lot 15, No. 8 Thompson Road, Bassendean; and
4. Seeks the consent of the owner of Lot 15, No. 8 Thompson Road, Bassendean, for a **suitably qualified independent arboricultural consultant** to carry out an assessment of the Moreton Bay Fig Tree.

CARRIED UNANIMOUSLY 6/0

**10.4 Vandalism of Street Verge Tree in First Avenue adjacent to the 89 Anzac Terrace, Bassendean (Ref: COUP/MAINT/1 – Ken Cardy, Manager Asset Services, Simon Stewart-Dawkins, Director Operational Services)**

APPLICATION

The purpose of this report was to advise Council that a street verge tree adjacent to 89 Anzac Terrace, Bassendean, has been interfered with, possibly poisoning, which has caused the tree to suddenly decline in health.

OFFICER RECOMMENDATION – ITEM 10.4

That Council:

1. Implements the Arborist Assessment Report recommendations and request officers monitor the tree over the next three months to observe any improvements in the health and condition of the tree and growth of new foliage;
2. Approves the installation of a vandalism awareness sign on the First Avenue verge, adjacent to the vandalised street tree located adjacent to 89 Anzac Terrace property, until an arborist report confirms the tree has fully recovered or until newly planted street trees are sufficiently established in approximately two years;



3. Notes that, should the vandalised tree not recover, then some tree branch reduction will be undertaken to reduce any public risk issues and to allow sufficient space for new street trees to be planted; and
4. Plants new street trees within the available verge space in First Avenue and adjacent to the 89 Anzac Terrace property, in line with the Street Tree Master Plan.

*Cr Pule requested that the term 'Arborist' under Point 1 of the recommendation be amended to 'independent arboricultural consultant', as shown in bold below.*

*Cr Gangell moved that a Point 5 be added to the recommendation.*

COUNCIL RESOLUTION – ITEM 10.4(a)

**OCM – 7/03/17** MOVED Cr Gangell, Seconded Cr Pule, that the sign that is currently located on Wicks Street be amended to suitable wording and relocated to Anzac Terrace.

CARRIED 4/2

*Crs Gangell, Pule, Lewis and Brown voted in favour of the motion. Crs Bridges and McLennan voted against the motion.*

*Cr Bridges requested that the word 'approximately' under Point 2 be deleted.*

COUNCIL RESOLUTION – ITEM 10.4

**OCM – 8/03/17** The substantive motion which was by MOVED Cr Gangell and Seconded Cr Pule, that Council:

1. Implements the **independent Arboricultural Consultant's** Assessment Report recommendations and request officers monitor the tree over the next three months to observe any improvements in the health and condition of the tree and growth of new foliage;
2. Approves the installation of a vandalism awareness sign on the First Avenue verge, adjacent to the vandalised street tree located adjacent to 89 Anzac Terrace property, until an arborist report confirms the tree has fully recovered or until newly planted street trees are sufficiently established in two years;

3. Notes that, should the vandalised tree not recover, then some tree branch reduction will be undertaken to reduce any public risk issues and to allow sufficient space for new street trees to be planted;
4. Plants new street trees within the available verge space in First Avenue and adjacent to the 89 Anzac Terrace property, in line with the Street Tree Master Plan; and
5. **Gives approval for the sign that is currently located on Wicks Street to be amended to suitable wording and relocated to Anzac Terrace,**

was put to the vote and was CARRIED UNANIMOUSLY 6/0.

**10.5 RFT CO 064W 2016-17 Recycling and Waste Services for the Town of Bassendean (WSTMNGT/TENDNG/10 – Mandy Godfrey, Contracts Support Officer & Ken Cardy Manager Asset Services)**

*The Director Operational Services declared an Interest and left the Chamber, the time being 8.40pm.*

**APPLICATION**

The purpose of this report was to present to Council a summary of tenders received against Request for Quote RFT CO 064W 2015-16 Recycling and Waste Services for the Town and appoint the most appropriate contractor.

**COUNCIL RESOLUTION/OFFICER RECOMMENDATION – ITEM 10.5**

**OCM – 9/03/17** MOVED Cr Pule, Seconded Cr Bridges, that Council:

1. Appoints Suez Recycling and Recovery Pty Ltd to undertake the work as required in Recycling and Waste Services for the Town of Bassendean in accordance with the specifications and terms and conditions for a five (5) year period commencing 1<sup>st</sup> July 2017;
2. Delegates to the CEO the authority to exercise the option under the contract to negotiate an extension of five (5) years of the contract beyond the nominal expiry date 30 June 2022; and

3. Notes that prior to implementing future major waste service options (identified within the contract), officers will provide Council with a report outlining future recommended major waste service changes and budget considerations for their approval.

CARRIED BY AN ABSOLUTE MAJORITY 6/0

*The Director Operational Services returned to the Chamber, the time being 8.42pm.*

**10.6 RFT CO 065 2016-17 Construction of Civil Infrastructure for the Town of Bassendean (ROAD/TENDNG/41 – Mandy Godfrey, Contracts Support Officer)**

APPLICATION

The purpose of this report was to present to Council a summary of tenders received against Request for Tender RFT CO 065 2016-17 Construction of Civil Infrastructure for the Town of Bassendean and appoint the most appropriate contractor.

COUNCIL RESOLUTION – ITEM 10.6

**OCM – 10/03/17** MOVED Cr Gangell, Seconded Cr Pule, that this item be considered under Confidential Business.

CARRIED UNANIMOUSLY 6/0

**10.7 Bassendean Bowling Club – Holding over of Lease (Ref: LEGL/AGMT/9 - Tim Dayman, Recreation Development Officer)**

APPLICATION

For Council to consider holding over the Bassendean Bowling Club's lease to 31 December 2017.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION - ITEM 10.7

**OCM – 11/03/17** MOVED Cr Pule, Seconded Cr Bridges, that Council approves the holding over of the current Bassendean Bowling Club's lease agreement until 31 December 2017.

CARRIED BY AN ABSOLUTE MAJORITY 6/0

**10.8     Reconciliation Action Plan (Ref: GOVN/CCLMEET/26 – Graeme Haggart, Director Community Development)**

APPLICATION

For Council to receive the outcome of the Reconciliation Action Plan (RAP) actions over the four-year period 2012 -2016.

*Cr Pule moved that a Point 3 be added to the recommendation as shown in bold below.*

OFFICER RECOMMENDATION – ITEM 10.8

That Council:

1.    Receives the Reconciliation Action Plan 2012 – 2016 outcome report; and
2.    Notes a draft Reconciliation Action Plan 2017 – 2019 will be presented for endorsement for public comment by June 2017; and
3.    **That a future Reconciliation Action Plan give consideration to native title.**

LAPSED FOR WANT OF A SECONDER

*Cr Bridges moved that:*

- *the date of the Reconciliation Action Plan be amended from 2019 to **2020**; and*
- *a Point 3 be added to the recommendation, that Town Officers correct the use of the term Acknowledgement of Country in the future Reconciliation Action Plan.*

COUNCIL RESOLUTION – ITEM 10.8(a)

**OCM – 12/03/17**    MOVED Cr Bridges, Seconded Cr Pule, that:

1.    The date of the Reconciliation Action Plan be amended from 2019 to **2020**; and
2.    **Town Officers correct the use of the term Acknowledgement of Country in the future Reconciliation Action Plan.**

CARRIED UNANIMOUSLY 6/0

COUNCIL RESOLUTION – ITEM 10.8(b)

**OCM – 13/03/17** The substantive motion that was MOVED Cr Bridges and Seconded by Cr Pule, that:

1. Council receives the Reconciliation Action Plan 2012 – 2016 outcome report; and
2. Notes a draft Reconciliation Action Plan 2017 – 2020 will be presented for endorsement for public comment by June 2017; and
3. **Town Officers correct the use of the term Acknowledgement of Country in the future Reconciliation Action Plan,**

was put to the vote and CARRIED UNANIMOUSLY 6/0.

**10.9** Special Meeting of Electors held on 13 March 2017 - Council's Consideration of Resolutions Passed at the Meeting (File Ref: GOVN/CCLMEET/1 – Michael Costarella, Director Corporate Services)

APPLICATION

Council's consideration of resolutions passed at the Special Electors' Meeting held in the Community Hall on 13 March 2017.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION – ITEM 10.9(a)

**OCM – 14/03/17** MOVED Cr McLennan, Seconded Cr Bridges, that the report on the Special Meeting of Electors held on 13 March 2017 be received and notes Officers' comments of the motions carried.

CARRIED 5/1

*Cr Gangell, Pule, Bridges, Brown and McLennan voted in favour of the motion. Cr Lewis voted against the motion.*

*It should be noted that each of the motions carried at the Special Meeting of Electors were considered separately by Council.*

MOTION 1: SME-1/3/17

MOVED Megan Longwill, Seconded Kathryn Hamilton, that the Council establish a Committee of residents to work with staff to review the format of the Bassendean Briefings as well as assess the relevance and accuracy of information of each Bassendean Briefings and that this be coordinated through the Volunteer Centre.

*The motion lapsed for want of a mover.*

MOTION 2: SME-2/3/17

MOVED Sarah Quinton, Seconded Tina Klein, that:

1. The audio of all formal Council Meetings including Special Meetings continue to be recorded, except when Council resolves to go behind closed doors; and
  - a) that the original recordings of meetings remain unmodified;
  - b) that all recordings are retained as part of the Town's records for a minimum of five years;
  - c) that copies of the recorded audio of Council Meetings be available at the Library so members of the public can access and listen to the recordings whilst at the Library;
  - d) that audio recordings of Council Meetings continue to be made available to members of the public upon request on disc or USB; and
2. All formal Council Meetings, including Special Meetings are streamed live online, which is followed by recordings being made available to the public by uploading to the Town's website within three business days and maintained online as an archive.

*Cr Pule moved the motion with an amendment to Point 2, as shown in bold:*

COUNCIL RESOLUTION – ITEM 10.9(b)

**OCM – 15/03/17** MOVED Cr Pule, Seconded Cr Brown, that:

1. The audio of all formal Council Meetings including Special Meetings continue to be recorded, except when Council resolves to go behind closed doors; and

- a) that the original recordings of meetings remain unmodified;
  - b) that all recordings are retained as part of the Town's records for a minimum of five years;
  - c) that copies of the recorded audio of Council Meetings be available at the Library so members of the public can access and listen to the recordings whilst at the Library;
  - d) that audio recordings of Council Meetings continue to be made available to members of the public upon request on disc or USB; and
2. **A report be brought back to Council outlining the cost of live online streaming of all formal Council Meetings, including Special Meetings, which is followed by recordings being made available to the public by uploading to the Town's website and maintained online as an archive.**

LOST 2/4

*Cr Pule and Brown voted in favour of the motion. Crs Gangell, Lewis, Bridges and McLennan voted against the motion.*

MOTION 3: SME-3/3/17

MOVED Warren Wright, Seconded Moss Johnson, that Council:

1. Set aside the Ashfield Reserve Community Consultation Survey as this document was not sufficient or of a standard;
2. Ensure no reference to this survey is made in any future decision making.

COUNCIL RESOLUTION – ITEM 10.9(c)

**OCM – 16/03/17** MOVED Cr McLennan, Seconded Cr Bridges, that Council:

1. Sets aside the Ashfield Reserve Community Consultation Survey as this document was not sufficient or of a standard; and
2. Ensures no reference to this survey is made in any future decision making.

CARRIED UNANIMOUSLY 6/0

MOTION 4: SME-4/3/17

MOVED Warren Wright, Seconded Kathryn Hamilton, that the Town of Bassendean measures the air quality in several locations, some within 500 metres of the site for the concrete batching plant, to establish a baseline for air quality before the plant becomes operational and that these locations are regularly monitored to check for possible air quality contamination from the concrete batching plant.

*Cr Pule moved the motion with amendments, as shown in bold:*

COUNCIL RESOLUTION – ITEM 10.9(d)

OCM – 17/03/17 MOVED Cr Pule, Seconded Cr Bridges, that **a report be prepared on the cost and locations of monitoring equipment to enable the** Town of Bassendean **to** measure the air quality in several locations, some within 500 metres of the site **of the proposed Clune Street** concrete batching plant, to establish air quality before the plant becomes operational and that:

1. These locations **be** regularly monitored to check for possible air quality contamination from the concrete batching plant; and
2. **Are consistent with, and comparable to, the State Administrative Tribunal (SAT) conditional requirements.**

CARRIED UNANIMOUSLY 6/0

MOTION 5: SME-5/3/17

MOVED Kathryn Hamilton, Seconded Teresa Scott, that Council immediately implement detailed quality design guidelines with primary controls unique to our area that, after statutory process, become part of our Town Planning Scheme in an effort to improve the quality of development in this town.

*Cr Bridges moved the motion with amendments, as shown in bold:*



COUNCIL RESOLUTION – ITEM 10.9(e)

**OCM – 18/03/17** MOVED Cr Bridges, Seconded Cr Pule, that Council **implements** detailed quality design guidelines with primary controls unique to our area that, after statutory process, become part of our **Local** Planning Scheme in an effort to improve the quality of development in this town.

CARRIED UNANIMOUSLY 6/0

MOTION 6: SME-6/3/17

MOVED Tina Klein, Seconded Kathryn Hamilton, that the accuracy of all Council Meeting minutes is to be a major assessment area of the Chief Executive Officer's Key Performance Indicators.

*The motion lapsed for want of a mover.*

MOTION 10: SME-7/3/17

MOVED Don Yates, Seconded Megan Longwill, that all Council meetings and Committee meetings include public question time and presentations.

*The motion lapsed for want of a mover.*

MOTION 11: SME-8/3/17

MOVED Michelle Grady, Seconded Kathryn Hamilton, that Council no longer accepts any proposals from state, federal, local government or other non-government entities, which are done so on a confidential basis.

*The motion lapsed for want of a mover.*

**10.10 Bassendean River Parks Management Committee Meeting held on 8 February 2017 (Ref: GOVN/CCL/MEET/34 – Simon Stewert-Dawkins, Director Operational Services)**

APPLICATION

The purpose of the report was for Council to receive the report on a meeting of the Bassendean River Parks Management Committee held on 8<sup>th</sup> February 2017.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION –  
ITEM 10.10

**OCM – 19/03/17** MOVED Cr Pule, Seconded Cr McLennan, that Council receives the report and adopts the Committee recommendations of the meeting of Bassendean River Parks Management Committee held on 8 February 2017.  
CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION –  
OCM-4/03/17 6/0

**10.11** **Access and Inclusion Committee Meeting held on 1 March 2017 (Ref: GOVN/CCLMEET/16 – Graeme Haggart, Director Community Development)**

APPLICATION

The purpose of the report was for Council to receive the report on a meeting of the Access and Inclusion Committee held on 1 March 2017.

COUNCIL RESOLUTION/COMMITTEE RECOMMENDATION  
- ITEM 10.11

**OCM – 20/03/17** MOVED Cr Pule, Seconded Cr McLennan, that:

1. Funding to engage a consultant to prepare a new Disability Access and Inclusion Plan for the Town be referred for considered in the draft 2017/18 Budget; and
2. The report on a meeting of the Access and Inclusion Committee held on 1 March 2017, be received.

CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION –  
OCM-4/03/17 6/0

**10.12** **Bassendean Local Studies Collection Management Committee Meeting held on 2 March 2017 (Renata Pietracatella, Manager Library and Information Services)**

APPLICATION

The purpose of this report was for Council to receive the report on a meeting of the Bassendean Local Studies Collection Management Committee held on 2 March 2017.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION —  
ITEM 10.12

**OCM – 21/03/17** MOVED Cr Pule, Seconded Cr McLennan, that the report on a meeting of the Bassendean Local Studies Collection Management Committee held on 2 March 2017 be received.  
CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION –  
OCM-4/03/17 6/0

**10.13** **Audit & Risk Management Committee Meeting held on 8 March 2017 (Ref: GOVNCCL/MEET/3 - Michael Costarella, Director Corporate Services)**

APPLICATION

The purpose of this report was for Council to receive the report on a meeting of the Audit & Risk Management Committee held on 8 March 2017 and adopt the recommendations from the Committee.

**OCM – 22/03/17** **COUNCIL RESOLUTION/COMMITTEE RECOMMENDATION – ITEM 10.13**

MOVED Cr Pule, Seconded Cr Brown, that:

1. Council receives the report on the meeting of the Audit and Risk Management Committee Meeting held on 8 March 2017;
2. Council expresses its appreciation to Ms Michelle Rutherford for her contribution to the Committee;
3. The vacant position held by Ms Rutherford for the period ending October 2017, be advertised;
4. Council adopts the Compliance Audit Return 2016 for the period 1 January to 31 December 2016, as attached to the Agenda of 28 March 2017.
5. Council receives the 2017 Internal Audit Report from Moore Stephens, and notes the managements' comments.
6. Staff provide a report on the Credit Card usage to the next Audit and Risk Management Committee meeting;

7. In relation to Item 3.2 of the Internal Audit Report, Council adopts the procedure that the Accounts Payable Officer will also check the Australian Business Number (ABN) on the Australian Taxation Office website to ensure that the Creditor verification is bona-fide; and
8. Council writes off debtors of \$2,444.85 as listed in the Confidential Report to the Audit & Risk Management Committee Agenda of 8 March 2017.

CARRIED BY AN ABSOLUTE MAJORITY 6/0

**10.14 Determinations Made by the Principal Building Surveyor  
Ref: LUAP/PROCED/1 – Kallan Short, Principal Building  
Surveyor)**

The Principal Building Surveyor made the following building decisions under Delegated Authority:

COUNCIL RESOLUTION/OFFICER RECOMMENDATION –  
ITEM 10.14

**OCM – 23/03/17** MOVED Cr Pule, Seconded Cr McLennan, that Council notes the decisions made under delegated authority by the Principal Building Surveyor.

CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION –  
OCM-4/03/17 6/0

**10.15 Determinations Made by Development Services (Ref:  
LUAP/PROCED/1 – Brian Reed, Manager Development  
Services)**

COUNCIL RESOLUTION/OFFICER RECOMMENDATION –  
ITEM 10.15

**OCM – 24/03/17** MOVED Cr Pule, Seconded Cr McLennan, that Council notes the decisions made under delegated authority by the Manager Development Services.

CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION –  
OCM-4/03/17 6/0

**10.16 Use of the Common Seal (Ref: INFM/INTPROP/1 – Sue Perkins, Executive Assistant to the CEO)**

COUNCIL RESOLUTION/OFFICER RECOMMENDATION –  
ITEM 10.16

**OCM – 25/03/17** MOVED Cr Pule, Seconded Cr McLennan, that Council notes the affixing of the Common Seal to the document listed in the Ordinary Council Meeting Agenda of 28 March 2017.  
CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION –  
OCM-4/03/17 6/0

**10.17 Calendar for April 2017 (Ref: Sue Perkins, Executive Assistant)**

COUNCIL RESOLUTION/OFFICER RECOMMENDATION –  
ITEM 10.17

**OCM – 26/03/17** MOVED Cr Pule, Seconded Cr McLennan, that the Calendar for April 2017 be adopted.  
CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION –  
OCM-4/03/17 6/0

**10.18 Implementation of Council Resolutions (Ref: Sue Perkins, Executive Assistant)**

COUNCIL RESOLUTION/OFFICER RECOMMENDATION –  
ITEM 10.18

**OCM – 27/03/17** MOVED Cr Pule, Seconded Cr McLennan, that the outstanding Council resolutions detailed in the table listed in the Ordinary Council Meeting Agenda of 28 March 2017 be deleted from the Implementation of Council Resolutions list.  
CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION –  
OCM-4/03/17 6/0

**10.19 Accounts for Payment – February 2017 (Ref: FINM/CREDTS/4 – Ken Lapham, Manager Corporate Services)**

APPLICATION

The purpose of this report was for Council to receive the Accounts for Payment in accordance with Regulation 13 (3) of the Local Government (Financial Management) Regulations 1996.

**COUNCIL RESOLUTION/OFFICER RECOMMENDATION -  
ITEM 10.19**

**OCM – 28/03/17** MOVED Cr Pule, Seconded Cr McLennan, that Council receives the List of Accounts paid for February 2017, as attached to the Ordinary Council Agenda of 28 March 2017.  
**CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION –  
OCM-4/03/17 6/0**

**10.20 Financial Statements – February 2017 (Ref: FINM/AUD/1 –  
Ken Lapham, Manager Corporate Services)**

**APPLICATION**

The Local Government Financial Management Regulations, Clause 34(1) requires that a monthly financial report be presented to Council. A Local Government is to prepare each month a statement of financial activity that clearly shows a comparison of the budget estimates with the actual revenue and expenditure figures for the year to date.

**COUNCIL RESOLUTION/OFFICER RECOMMENDATION –  
ITEM 10.20**

**OCM – 29/03/17** MOVED Cr Lewis, Seconded Cr Bridges, that the:

1. Financial Report for the period ending 28 February 2017, as attached to the Ordinary Council Agenda of 28 March 2017, be received; and
2. Budget amendments listed for adoption in the Financial Statements as attached to the Ordinary Council Agenda of 28 March 2017, be approved.

**CARRIED BY AN ABSOLUTE MAJORITY 6/0**

**11.0 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**

*Cr Gangell left the Chamber, the time being 9.20pm.  
Cr Gangell returned to the Chamber, the time being 9.22pm.*

**11.1 Notice of Motion – Cr Pule: Seniors Housing and Well-Being Strategy**

**COUNCIL RESOLUTION – ITEM 11.1**

**OCM – 30/03/17** MOVED Cr Pule, Seconded Cr Bridges, that a report be prepared for Council:

1. Reviewing current Seniors Policies (Seniors' Ageing Policy) including Housing and Accommodation opportunities for Seniors;
2. Reviewing well-being opportunities that can be innovative and guide supporting services developments and benefits to Seniors;
3. Notes WALGA Interim Submission to the Housing Authority and the Seniors Housing Strategy: Discussion Paper; and
4. Commence the preparation of an encompassing Seniors' Housing and Well-being Strategy for the Town of Bassendean, supporting the WALGA initiatives.

**CARRIED UNANIMOUSLY 6/0**

**11.2 Notice of Motion – Cr Pule: Impact of Discontinuation of Vehicle License Concessions for Town of Bassendean**

That the Town of Bassendean prepare a cost impact analysis of the discontinuation of vehicle license concessions for Local Governments effect on Bassendean and prepare a submission to the State Government highlighting the financial impost to ratepayers and request a better outcome.

*Cr Pule withdrew the motion.*

**11.3 Notice of Motion – Cr Brown: Use of the Herbicide Glyphosate**

**COUNCIL RESOLUTION – ITEM 11.3**

**OCM – 31/03/17** MOVED Cr Brown, Seconded Cr Bridges, that the Town of Bassendean investigate and adopt strategies that encourage the community to support the Council in its determination to reduce the use of the herbicide Glyphosate, particularly its use on hard surfaces within the Town. A report on this initiative is to be prepared and presented to the April Ordinary Council Meeting.

**LOST 3/4**

*Crs Bridges, Brown and McLennan voted in favour of the motion. Cr Gangell, Lewis and Pule voted against the motion. Cr Gangell used his second vote, resulting in the motion being lost.*

**11.4 Notice of Motion - Cr McLennan : Development of Surveys & Associated Community Consultation Documentation**

**COUNCIL RESOLUTION – ITEM 11.4**

**OCM – 32/03/17** MOVED Cr McLennan, Seconded Cr Bridges, that Council:

1. Requests that, in advance of the preparation of any surveys and associated consultation materials, an opportunity be given to all Councillors (& any relevant committee) to identify specific information they seek from the community to ensure that this is incorporated into and reflected in the documents produced;
2. Requests all Councillors (& any relevant committee) be provided with an electronic copy of all draft surveys & accompanying documents prepared for community consultation purposes and be given the opportunity to give feedback prior to finalisation and distribution to the community; and
3. Requests that Councillors be informed of all consultation activities as they commence through the weekly Councillor Bulletin.

**CARRIED 5/1**

*Crs Gangell, Lewis, Bridges, Brown and McLennan voted in favour of the motion. Cr Pule voted against the motion.*

**11.5 Notice of Motion – Cr McLennan: Temporary Infant Health Clinic Facility**

**COUNCIL RESOLUTION – ITEM 11.5**

**OCM – 33/03/17** MOVED Cr McLennan, Seconded Cr Bridges, that Council:

1. In recognition of the immediate need for improved infant health facilities, seeks to establish a temporary infant health clinic facility until such time as a more permanent solution is found;



2. Includes discussion on a temporary facility as an agenda item for the April 11, 2017 meeting of the Liveable Town Advisory Committee;
3. Requests staff investigate financial and other implications associated with the establishment of a temporary Infant Health Clinic in rented premises in the Town Centre and report back to Council at the May Ordinary Council Meeting.

CARRIED 4/2

*Crs, Pule Bridges, Brown and McLennan voted in favour of the motion. Crs Gangell and Lewis voted against the motion.*

**11.6 Notice of Motion – Cr McLennan: Children & Families’ Services Facility**

**COUNCIL RESOLUTION – ITEM 11.6**

**OCM – 34/03/17** MOVED Cr McLennan, Seconded Cr Bridges, that Council

1. Affirms the high value that is placed upon families and children in our community and its commitment to provide appropriate facilities to meet the requirements of this important group;
2. Recognises the need for upgraded infant health and other children & families’ facilities within the Town of Bassendean;
3. Notes the previous failure of plans for a Children & Families’ Services Centre to proceed (OCM – 14/12/13);
4. In light of the above, reconsiders establishing a Children and Families’ Services facility including:
  - a) Defining a model that would be both acceptable to the community and feasible for the Town;
  - b) Defining the scope of services to ideally be accommodated by such a facility;
  - c) Identifying suitable sites for such a facility to be located; and
  - d) Identifying potential funding sources for the project; and
5. Refers the matter to the Liveable Town Advisory Committee to action in consultation with the community.

CARRIED UNANIMOUSLY 6/0

**11.7      Notice of Motion – Cr McLennan: Bassendean Briefings**

*Cr Bridges requested a number of amendments to the motion, as shown in bold:*

**COUNCIL RESOLUTION – ITEM 11.7**

**OCM – 35/03/17**    MOVED Cr McLennan, Seconded Cr Bridges, that Council requests:

1.    **That suggestions for inclusion** in the “Bassendean Briefings” be actively sought from all Councillors prior to each Marketing Group Meeting where the content of the upcoming edition will be discussed;
2.    All Councillors be provided with an electronic copy of the draft “Bassendean Briefings” **prior to it going to the designer and given the opportunity to review the publication** prior to its finalisation to assess the relevance and accuracy of information; and
3.    Staff to report back to the May OCM on the potential for the Town of Bassendean to utilise the existing, extensive Library email database for electronic distribution of the Bassendean Briefings and other official communications from the Town for Council's consideration.

**CARRIED UNANIMOUSLY 6/0**

**11.8      Notice of Motion - Cr Bridges: Bassendean Municipal Heritage Inventory**

MOVED Cr Bridges that Council supports the resolution of the meeting of property owners from Kenny Street held in Council Offices on 15 March, 2017, who state that there is no sound basis for classifying the section of Kenny Street (between Palmerton and Shackleton/Bridson Streets) as a Category 2 heritage precinct. The meeting participants call on Council to withdraw its proposal to assign the classification of “heritage precinct” to this part of Kenny Street.

**LAPSED FOR WANT OF A SECONDER**

**COUNCIL RESOLUTION – ITEM 11.8**

**OCM – 36/03/17**    MOVED Cr Bridges, Seconded Cr Gangell, that this matter be referred to the Municipal Heritage Inventory Review Committee for consideration.

**CARRIED UNANIMOUSLY 6/0**

**11.9     Notice of Motion - Cr Bridges: Relocation of the Bassendean Preservation Group**

MOVED Cr Bridges, that Council supports the relocation of the Bassendean Preservation Group (Incorporated) GroCentre currently based in Ascot to 87 Whitfield St and:

1. Advertises the lot for change of use to community purposes;
2. Endorses the presented concept plan for the purpose of calling for public comment;
3. Notes the support of the immediate neighbours;
4. Enters into discussion with the BPG to determine how best to implement the relocation and costs the requirements for the necessary infrastructure to establish the GroCentre as a community nursery meeting industry standards within the site; and
5. Subject to community acceptance, provides a form of security of tenure to the BPG that allows them to apply for grant funding in support of the GroCentre function.

LAPSED FOR WANT OF A SECONDER

**11.10   Notice of Motion - Cr Bridges: 1 Surrey Street Project**

MOVED Cr Bridges that with relation to the 1 Surrey St project Council:

1. Rescinds motion OCM-6/11/15, which reads:

*"MOVED Cr Pule, Seconded Cr Brown, that Council:*

1. *Receives the SIA Architects Pty Ltd progress report regarding the design options for the restoration, reconstruction and refurbishment of 1 Surrey Street project;*
2. *Notes the feedback received from Bassendean Historical Society Inc Bassendean Arts Council Inc. the 1 Surrey Steering Group members, the State Heritage Office and Museums Australia concerning the various schematic design options*
3. *Endorses SIA Architects Pty Ltd Option 2C draft design proposal, as included as an attachment to the Ordinary Council Agenda of 24 November 2015, to demolish the c.1952 rear extension under concrete roof and the standalone ablution/laundry building and the proposal to construct a separate building (Community Meeting Place) on the southern side of the Residence, as well as a separate toilet block on the western boundary;*

4. *Requests SIA Architects Pty Ltd re-align the proposed studio in Option 2C designs to achieve a North /South access in order to preserve the existing mature tree and increase the backyard usable space;*
5. *Requests SIA Architects Pty Ltd give due consideration in Phase 3 of the Detailed Design, Development & Documentation process to provide acoustic separation (shutters, walls & doors) in the 2C design to ensure the dual use of the kitchen area can be achieved for the Museum and / or Community/arts activities;*
6. *Requests SIA Architects Pty Ltd reinstate the gable eave overhang as per the original fabric of the Pensioner Guard Cottage, and;*
7. *Notes that the Community Development Directorate intends to provide a Governance Model report in the future for the 1 Surrey Street to guide the ongoing management of the facility.*

CARRIED 4/2"

2. Informs LotteryWest that the current grant application will be resubmitted pending completion of items 3-7 below;
3. Has plans prepared consistent with Option 1 prepared by the SIA architects and the building uses recommended in the Interpretation Plan and subject to modifications sought by the key user groups as previously documented being included;
4. Requires interpretation within the museum space to include original and reproduction artefacts and within the cottage to include interpretation of a standard commensurate with that of the Howick Historical Village in Auckland New Zealand to create an authentic experience for museum visitors;
5. Requires a management plan for the ongoing use of the site to be presented to the Audit and Risk Committee and adopted by Council;
6. Requires site use areas be defined for the museum component, dedicated work and storage space for the Bassendean Arts Council and common shared meeting and activity spaces for multiple user groups including capacity for school education programs; and

7. Requires site and building plans, costings, the management plan and the details of the proposed interpretation be made available to the public via the Town's website and presented at a public meeting for community input prior to the commencement of construction.

LAPSED FOR WANT OF A SECONDER

*It was agreed that this matter should be considered at a Councillor workshop to be held on Monday 10 April 2017.*

COUNCIL RESOLUTION – ITEM 11.10

**OCM – 37/03/17** MOVED Cr McLennan, Seconded Cr Pule, that Council defers this motion to the April Ordinary Council Meeting and conducts a Councillor workshop on Monday 10 April 2017.

CARRIED UNANIMOUSLY 6/0

12.0 ANNOUNCEMENTS OF NOTICES OF MOTION FOR THE NEXT MEETING

Nil

13.0 CONFIDENTIAL BUSINESS

COUNCIL RESOLUTION – ITEM 13.0(a)

**OCM – 38/03/17** MOVED Cr Lewis, Seconded Cr McLennan, that the meeting go behind closed doors in accordance with Section 5.23 of the Local Government Act 1995, the time being 10.04pm.

CARRIED UNANIMOUSLY 5/0

*All members of the public vacated the Chamber, the time being 10.04pm.*

*The CEO and Director Corporate Services left the Chamber, the time being 10.04pm.*

*The CEO and Director Corporate Services returned to the Chamber, the time being 10.06pm.*

**13.1 RFT CO 065 2016-17 Construction of Civil Infrastructure for the Town of Bassendean (ROAD/TENDNG/41 – Mandy Godfrey, Contracts Support Officer)**

*This item is shown as Item 10.6 in the Ordinary Council agenda.*

*This matter was considered with members of the public excluded from the Chamber under Clause 5.23 (2) (c) and (d) of the Local Government Act 1995, as the Officer report discusses details of a proposed contract to be entered into.*

*Councillors were provided with a Confidential Attachment which contained tendered pricing.*

**APPLICATION**

The purpose of this report was to present to Council a summary of tenders received against Request for Tender RFT CO 065 2016-17 Construction of Civil Infrastructure for the Town of Bassendean and appoint the most appropriate contractor.

**COUNCIL RESOLUTION/OFFICER RECOMMENDATION – ITEM 13.1**

**OCM – 39/03/17** MOVED Cr Pule, Seconded Cr McLennan, that Council appoints WCP Civil Pty Ltd to undertake the work as required in RFT CO 065 2016-17 Construction of Civil Infrastructure for the Town of Bassendean in accordance with the specifications and terms and conditions for a single service, with works expected to be completed by 30<sup>th</sup> June 2017.

**CARRIED UNANIMOUSLY 6/0**

**13.2 Proposed Land Swap of 27L Hyland Street and Part Lot 271; 116 Hamilton Street, Bassendean (Ref: A2251, Brian Reed, Manager Development Services)**

*This matter was considered with members of the public excluded from the Chamber under Clause 5.23 (2) (c) and (d) of the Local Government Act 1995, as the Officer report discusses details of a proposed contract to be entered into.*

*It was agreed that this matter would be considered at a Councillor workshop on Monday 10 April 2017.*

**COUNCIL RESOLUTION/OFFICER RECOMMENDATION –  
ITEM 13.2**

**OCM – 40/03/17** MOVED Cr McLennan, Seconded Cr Brown, that consideration of this matter be referred to a Councillor workshop to be held on Monday 10 April 2017.

**CARRIED UNANIMOUSLY 6/0**

**COUNCIL RESOLUTION – ITEM 13.0(b)**

**OCM – 41/03/17** MOVED Cr Lewis, Seconded Cr Pule, that the meeting proceed with open doors, the time being 10.10pm.

**CARRIED UNANIMOUSLY 5/0**

*As no members of the public returned to the Chamber, the reading aloud of the motions passed behind closed doors was dispensed with.*

**14.0 CLOSURE**

The next Ordinary Council Meeting will be held on Wednesday 26 April 2017.

There being no further business, the Presiding Member declared the meeting closed, the time being 10.10pm.

# **ATTACHMENT NO. 2**



Date: 13/03/2017

Brian Reed & Christian Buttle  
Manager Development Services & Senior Planning Officer  
Town of Bassendean Council  
35 Old Perth Road  
Bassendean, 6054, WA

RE: DABC/BDVAPPS/2014-001:BR

Dear Brian & Christian,

Thank you for your time last Thursday 9 March, 2017.

I wanted to follow up on the current stance the council has taken on placing conditions on private residents who wish to invest in the ToB to solely fund public infrastructure such as the Right of Way (ROW) behind Broadway, Bassendean.

As discussed, we would like the council to develop a fair and equitable policy regarding the development and maintenance of the right of ways, and are happy to assist as we have currently done, as it is in the public interest. The current stance taken in our DA is to design the complete ROW and seal, kerb and drain the ROW some 60m to the nearest street (and upgrade the previously installed cross-over). This is untenable and not supported by WAPC or aligned with neighbouring councils including Bayswater, and other councils such as South Perth and Stirling.

This ROW development would be at considerable cost to the ratepayer, and the ToB has current stated they will not contribute to this (see Appendix 1), despite this being a responsibility of the local council (in this case ToB). The responsibility for ROWs lies with the local council as per correspondence with the Department of Main Roads (See Appendix 2). The council's current stance does not align with the stance of WAPC or several similar councils.

The current stance of WAPC (See Appendix 3) states that in cases where a development utilises a ROW as a primary access, only the section of road abutting the ROW is to be kerbed, drained and sealed. This would mean that it would be the 15m frontage of the property in question be sealed to a width of half the laneway (i.e. 2.75m).

The adopted status of the City of Bayswater from their ROW Study in 2007 states that a fair and equitable method would be a progressive upgrade of ROWs utilising a mix of council and developer contributions. This can be found in Appendix 4.

The City of Stirling ROW policy (Appendix 5) states that the developer should only be responsible for sealing, kerbing and draining half of the laneway width that abuts the respective development.

The City of South Perth ROW policy (Appendix 6) has a similar stance to that of the City of Stirling, where a developer is only required to seal, kerb and drain the laneway width that abuts the respective development.

As such, we encourage the Town of Bassendean to follow 'best practice' and adopt a more fair and equitable ROW condition for our DA that will encourage development and allow the ToB to achieve its 2030 vision.

As suggested by yourself at our recent meeting last Thursday, we would like to seek a variation to our planning conditions whilst the council drafts and adopts a fair and equitable right of way strategy. This proposed condition is aligned with WAPC and other local council stances on this issue, such as City of Bayswater, City of Stirling and City of South Perth.

We are seeking to vary condition 12 from our current DA:

The car parking spaces and driveways on site being connected to Railway Parade by the provision of an adequately paved, drained and kerbed right-of-way, constructed to the Town's specifications.

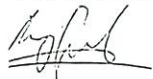
To:

The applicant is required to seal, kerb and drain the full frontage of their property to the laneway, for their half of the laneway (i.e. in our case 2.75m x full frontage of 9 Broadway to the ROW).

This would align with other similar councils ROW policies and their intent of enabling the ROW to be fully paved as properties develop through time.

We would also like to request this condition to be removed as a condition of the occupation certificate, as there are serious security concerns resulting from evidenced drug use, criminal damage, trespass and graffiti (inside the house) that has taken place on our property due to the dilapidated condition of the laneway and its current vacant condition. Both the police and ToB ranger (Damien) have been notified on multiple occasions. We would like to move in as soon as possible in light of the aforementioned issues.

Yours Sincerely,



Balraj Hansra



# FEATURE SURVEY

## IMPORTANT NOTES:

NOT BE VERIFIED DUE TO LACK OF SURVEY MARKS/ PEGS. ALL BUILDING DIMENSIONS & FEATURES ARE APPROX ONLY. BOUNDARY POSITIONS HAVE BEEN TAKEN FROM BUILDINGS, FENCING, RETAINING WALLS AND OTHER TYPICAL FEATURES LOCATED ON THE BOUNDARY WHICH MAY NOT BE ON THE CORRECT ALIGNMENT AND ARE TO BE VERIFIED WHEN REPOSED.

BEFORE ANY WORK IS STARTED ON SITE OR PLANS ARE PRODUCED BY DESIGNERS/ ARCHITECTS. THE BOUNDARIES MUST BE REPOSED AND EXACT OFFSETS MEASURED TO EXISTING STRUCTURES AND FENCING. VISION SURVEYS ACCEPTS NO RESPONSIBILITY FOR ANY CHANGES TO THE PARCEL OR PORTION OF THE PARCEL OF LAND SHOWN ON THIS SURVEY INCLUDING BUT NOT LIMITED TO ANY ADJOINING NEIGHBOURS LEVELS AND FEATURES THAT HAVE OCCURRED AFTER THE DATE OF THIS SURVEY.

## CLIENTS DETAILS:

**BALRAJ HANSRA**

STREET NAME : BROADWAY  
LOT No. : 746  
HOUSE No. : 9  
SUBURB : BASSENDEAN  
TOWN OF BASSENDEAN  
ZONE : R20/40

## LEGEND

- WATER METER
- SEWER AC
- TELSTRA PIT
- CONSUMER POLE
- POWER DOME
- TREE/ STUMP (TO SCALE)
- WINDOW
- DOOR
- TEMP. BENCHMARK
- SURVEY STATION

**VISION SURVEYS**

Licensed & Engineering  
Surveyors  
Land Development  
Consultants  
Project Managers

TEL (08) 6144 0000  
FAX (08) 6144 0099  
59 SCARBOROUGH BEACH RD.  
SCARBOROUGH WA 6019  
Email: info@visionsurveys.com.au

VOL. FOLIO  
XXX XXXX  
MAP REF.  
XXXXXXX

Level Datum	AHD(Approx.)
Scale	1:200
Date	27/06/2013
Dwg Ref	Broadway 9 Bassen-dean F
Surveyor	
Drafter	Darryl Stone
Checked	
Sheet 1 of 1	A3
PLAN / DIAG / SP	P 3262
ELECTRICITY	OVERHEAD
WATER	CONNECTION
GAS	YES
TELSTRA	PIT
SEWERAGE	YES
DRAINAGE	GOOD
VEG. / SOIL	AS DESCRIBED

## IMPORTANT NOTES:

- THIS PLAN IS INTENDED FOR THE DEPT OF PLANNING & INFRASTRUCTURE ONLY.
- SEWER / DRAINAGE MAY VARY FROM SCHEMATIC PRESENTATION / CHECK WITH APPROPRIATE AUTHORITY BEFORE ADOPTION OF POSITION.
- THIS SURVEY DOES NOT GUARANTEE THE LOCATION OF BOUNDARY PEGS OR FENCES.
- CHECK TITLE FOR EASEMENTS / COVENANTS ETC.

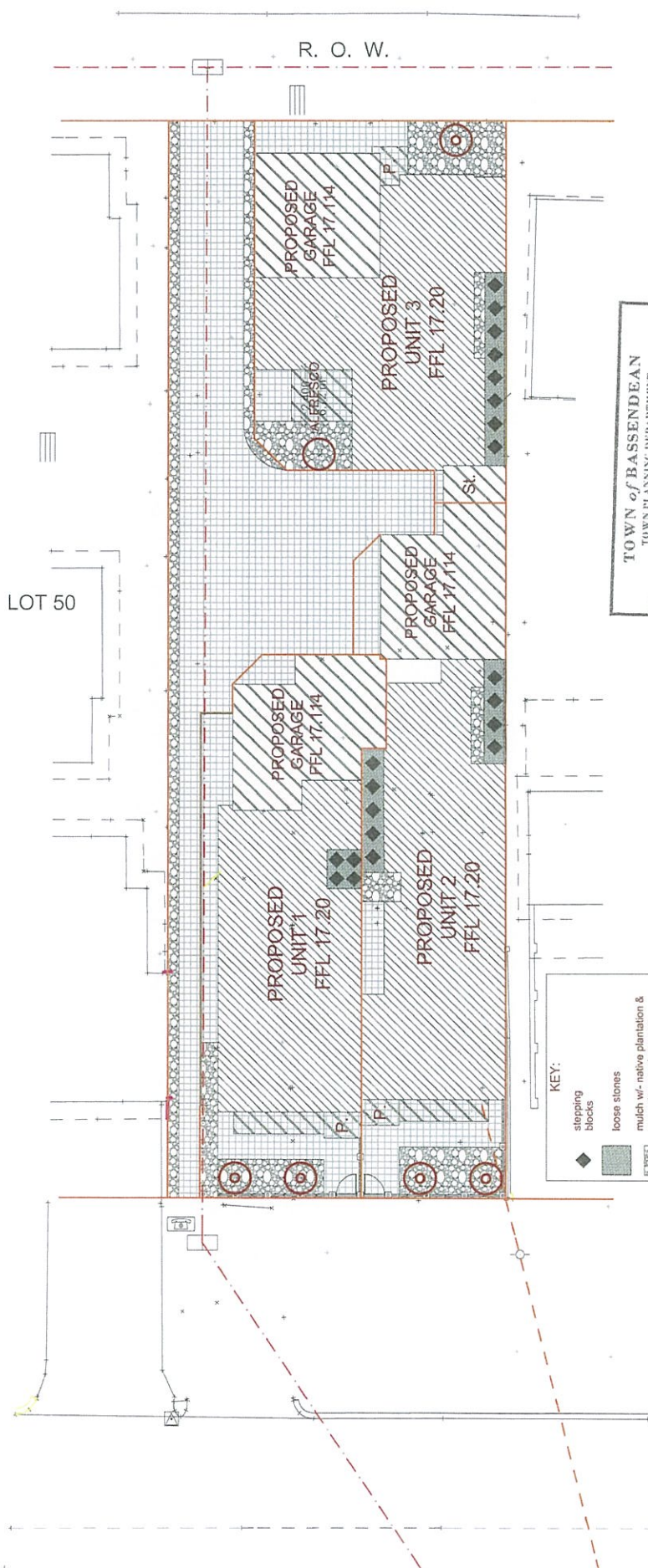


SCALE 1:200 @ A3

LOT 50

LOT 747

R. O. W.



TOWN of BASSENDEAN  
TOWN PLANNING DEPARTMENT  
APPROVED 25/11/2014  
IN ACCORDANCE WITH APPLICATION DATED 6.11.14  
**Brian Reed**  
MANAGER DEVELOPMENT SERVICES

1:

- KEY:
- stepping blocks
  - loose stones
  - mulch w/ native plantation & ground cover: (catspaw, kangaroo paw, common brown pea & morning iris)
  - permeable paving
  - deciduous tree: Chinese Tallow (2m MIN HEIGHT)

ALL LANDSCAPED AREAS ALONG WITH VERGE TO BE RETICULATED





19/04/2017

Scale: 1:750

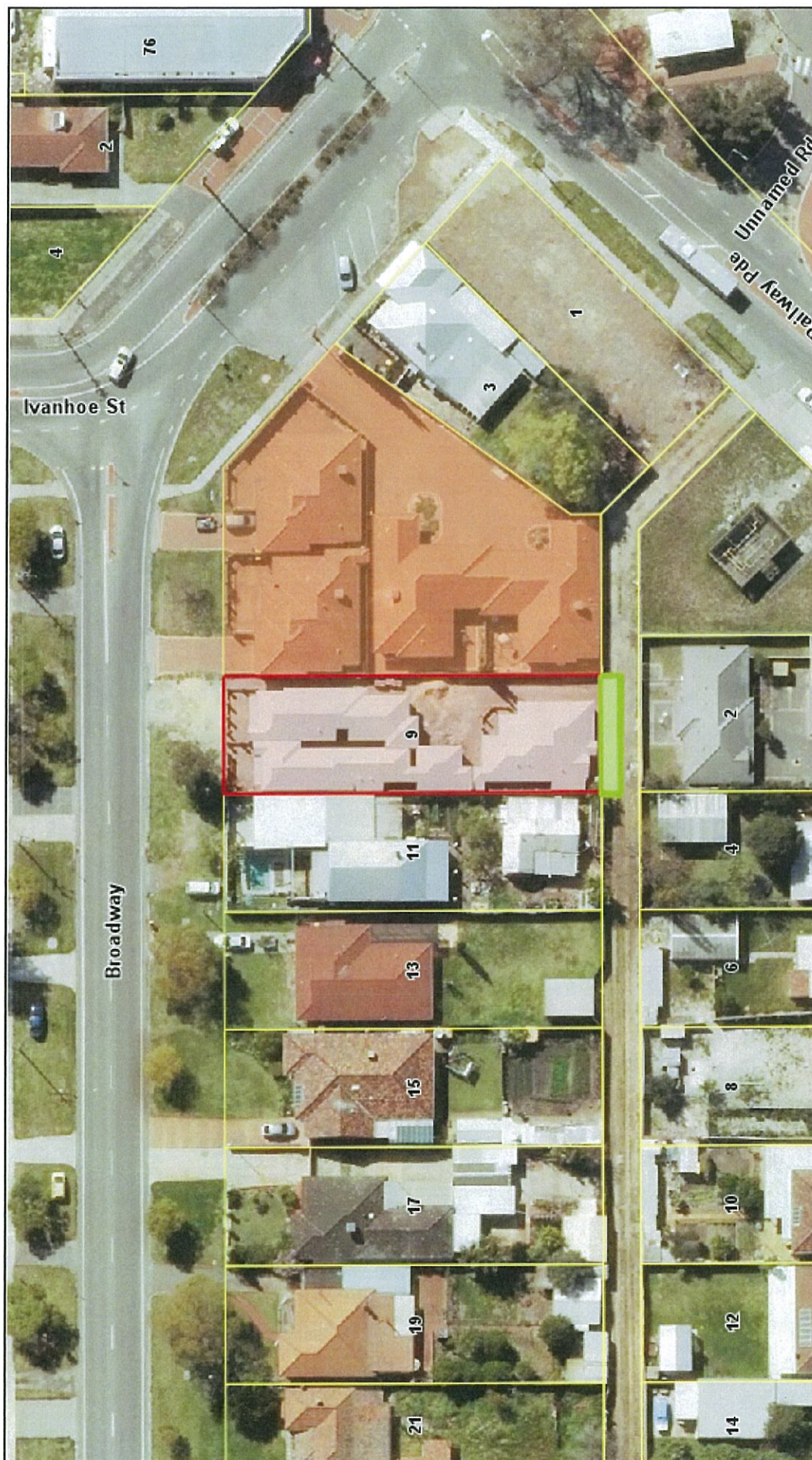
extent of right of way required  
to be paved.

**Disclaimer:** The Town Of Bassendean accepts no responsibility for the accuracy of this image or the results of any actions taken when using this image. This map is based on information provided by and with the permission of the Western Australian Land Information Authority.

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







19/04/2017

Scale: 1:750

extent of right of way proposed  
to be paved by applicant

**Disclaimer:** The Town Of Bassendean accepts no responsibility for the accuracy of this image or the results of any actions taken when using this image. This map is based on information provided by and with the permission of the Western Australian Land Information Authority.

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# **ATTACHMENT NO. 3A**

**10.12 Proposed Outline Development Plan Lot 100 No 2- 4  
Railway Parade Bayswater (Ref: LUAP/PLANNG/4 – Brian  
Reed, Manager Development Services.**

**Report Summary**

- The City of Bayswater has advertised and Outline Development Plan for the former Cresco site in Bayswater.
- The Outline Development Plan will impact on the road network in Bassendean
- The Outline Development plan is supported subject to certain conditions

**PURPOSE**

The purpose of this report is for Council to provide any comments it wishes to make on the proposed Outline Development Plan for the former Cresco Site in Bayswater which borders the Town of Bassendean.

**BACKGROUND**

The Town of Bassendean has been invited to comment on the above Outline Development Plan (ODP), which covers 37 Ha of land bounded by Tonkin Highway, the established industrial area, and Railway Parade.

Written comments on the proposal have been invited on the proposal by 26<sup>th</sup> March 2008.

A copy of the proposed ODP may be found in the attachments.

**RELEVANT LAW AND POLICY**

Planning and Development Act 2005

**CONSULTATION**

No consultation has been carried out by the officers of the Town of Bassendean, in preparing this report; however it is understood that the City of Bayswater has contacted all the owners of industrial properties in the industrial area, likely to be affected by the proposal.

## SUSTAINABILITY & STRATEGIC PLAN ALIGNMENT

*In carrying out its functions a local government is to use its best endeavours to meet the needs of current and future generations through an integration of environmental protection, social advancement and economic prosperity. (Section 1.3 of the Local Government Act).*

*This report has a medium strategic impact.*

## RISK MANAGEMENT

The Manager Development Services cannot identify any risks in Council making a submission on the ODP.

## OPTIONS

Council's options are to endorse the comments in the officer recommendation, alter those comments or elect not to make a submission on the proposal

## COMMENT

The comments provided below relate to the potential impacts on the Town of Bassendean.

### Employment Opportunity

The development of the land for industrial and commercial purposes will offer additional employment opportunities for residents of the Town of Bassendean.

### Access Arrangements

The proposed access arrangements to the site include a "left-in" and "left-out" intersection off Tonkin Highway, as well as constructing the unconstructed portions of Vincent Street and part of Wick Street within the Town of Bassendean. This will result in the Bassendean Industrial Area having direct access to Tonkin Highway, through the roads constructed as part of the development of the land.

The direct access off Tonkin Highway is required to ensure satisfactory traffic operations and to overcome gridlock situations that would occur without the direct access.

The actual traffic modelling shows access from the site through Wicks Street to Jackson Street; however a portion of the Wicks Street road reserve has been closed. This means that the traffic leaving the site heading north towards Collier Road will in fact need to use Clune Street and Lavan Street, rather than Wicks Street.



The Traffic Assessment Report includes a statement that a roundabout will be provided at the junction of Collier Road and Jackson Street as part of the "black spot funding" during the current year, however at last months Council meeting a decision was taken not to pursue the roundabout.

It is considered that the applicant should be requested to submit a revised Traffic Assessment Report, taking account of:

1. It appears unlikely that through access via Wick Street can be achieved; and
2. Council no longer intends to provide a roundabout at the junction of Collier Road and Jackson Street during the current year.

The construction of the unmade portion of Wicks Street and Vincent Street is supported in principle, providing the roads are constructed by the subdivider, as part of the subdivision process. In this regard it should be noted that one of the adjoining industries is using part of the unmade road reserve as an extension of his business. This unauthorised occupation will need to cease once the current proposal advances.

#### Sewer Connection

The site is not currently connected to sewer and it is proposed to connect the site to the Bassendean Main Sewer, which is located 130m south east of Guildford Road, where it crosses Katanning Street.

It is considered that the design of the sewer extension should examine the possibility of the sewer being utilised to pick up the unsewered portion of the Bassendean Industrial Area.

#### OFFICER RECOMMENDATION – ITEM 10.12

That the City of Bayswater and the Planning Group be advised that The Town of Bassendean, supports the proposed Outline Development Plan for lot 100 No2 – Railway Parade subject to

- 1 A revised traffic Assessment Report, being prepared taking account of:
  - a) It appears unlikely that through access via Wick Street can be achieved; and
  - b) Council no longer intends to provide a roundabout at the junction of Collier Road and Jackson Street during the current year.

- 2 Wicks street and Vincent Street being constructed and drained at the subdividers cost to the specifications of the Town of Bassendean
- 3 Consideration should be given in the design of the sewer extension to the possibility of the sewer being utilised to pick up the unsewered portion of the Bassendean Industrial area.

# **ATTACHMENT NO. 3B**

## **10.0** **REPORTS**

### **10.1** **Proposed Special Control Area Lot 10 Nos 2 – 4 Railway Parade, Bayswater (Ref: LUAP/PLANNG/4 – Brian Reed, Manager Development Services)**

#### **APPLICATION**

The purpose of this report is for Council to consider and provide comment to the City of Bayswater on a proposal to create a Special Control Area covering the above site.

#### **BACKGROUND**

The City of Bayswater has initiated Amendment No. 36 to the City of Bayswater's Town Planning No. 24 with the intention of providing a Special Control Area over the above site.

A copy of the Scheme Amendment Report may be found in the attachment section of the agenda.

The City of Bayswater has invited the Town to provide comments on the proposal by 27 April 2011.

#### **STRATEGIC IMPLICATIONS**

The Special Control Area is designed to assist the implementation of the Ashfield Precinct Plan which has been endorsed by the Town of Bassendean, City of Bayswater and the Western Australian Planning Commission.

#### **COMMENT**

The purpose of the amendment is to apply a Special Control Area (SCA) over the site to guide the redevelopment of the site into a high quality industrial/commercial estate.

The SCA will specify the land uses that are permissible in the different parts of the site and also development standards for the site in terms of building form, setbacks etc.

The SCA shows the majority of the site being used for General Industry with two parcels of Public Open Space. The south west corner of the site adjacent to Railway Parade and the proposed Vincent Street are proposed to form a commercial land use precinct, in accordance with the adopted Ashfield Precinct Plan. In this area special design controls including reduced setbacks are intended to create a strong commercial character.

The SCA is supported from a planning perspective.

#### STATUTORY REQUIREMENTS

Planning and Development Act 2005  
Town planning Regulation 1967

#### FINANCIAL CONSIDERATIONS

Nil to the Town of Bassendean in terms of the Special Control Area, however, the Town may be required to contribute to the upgrading of roads in the area that are located in the Town of Bassendean.

#### OFFICER RECOMMENDATION - ITEM 10.1

That the Town of Bassendean advises the City of Bayswater that it supports the introduction of a Special Control Area over Lot 10; Nos 2 – 4 Railway Parade, Bayswater, as set out in Scheme Amendment Report.

**Voting requirement: Simple Majority**

# **ATTACHMENT NO. 3C**

**10.5     Outline Development Plan Lot 10 No's 2 to 4 Railway Parade, Bayswater (Ref: LUAP/PLANNG/4 Brian Reed, Manager Development Services)**

**APPLICATION**

The purpose of this report is for Council to consider and make comment on the Eastern Access Assessment which forms part of the Proposed Outline Development & Subdivision Concept Plan for Lot 10 Railway Parade, Bayswater.

**BACKGROUND**

This matter was last considered by Council at its meeting held in March 2008, when Council resolved in response to the advertising of the original Outline Development Plan for the site as follows.

*"That the City of Bayswater and the Planning Group be advised that The Town of Bassendean, supports the proposed Outline Development Plan for Lot 100; No. 2 – Railway Parade, subject to:*

1. *A revised traffic Assessment Report, being prepared taking account of:
  - a) *It appears unlikely that through access via Wick Street can be achieved; and*
  - b) *Council no longer intends to provide a roundabout at the junction of Collier Road and Jackson Street during the current year.**
2. *Wicks Street and Vincent Street being constructed and drained at the subdividers cost to the specifications of the Town of Bassendean;*
3. *Consideration should be given in the design of the sewer extension to the possibility of the sewer being utilised to pick up the unsewered portion of the Bassendean Industrial area."*

Since Council's 2008 resolution, there has been ongoing discussions with the City of Bayswater, Wesfarmers as owners of the site, and their consultants, the Planning Group and Transcore Pty Ltd.

The discussions have concentrated largely on access to the site to the site from the east.

The City of Bayswater has invited the Town to comment on the Eastern Access Assessment which forms part of the Proposed Outline Development & Subdivision Concept Plan for Lot 10 Railway Parade, Bayswater, prepared by Transcore Pty Ltd. A copy of this report may be found in Attachment 6.

The Outline Development Plan was considered by the Planning Group at its meeting held on 16 April 2013 and is subject to a report by the City of Bayswater on 23 April 2013. The attachment report makes reference to comments of the Town of Bassendean. It should be noted that those comments are officer level comments only, and it is considered that Council also provide comments on the proposal.

The proposal has traffic implications across both the City of Bayswater and Town of Bassendean, and the Town's comments are sought in relation to the report shown in Attachment 6, in particular the following:

- Proposed access through Wicks Street to Jackson Street; and
- Proposed land acquisition associated with the reconnection of Wicks Street and proposed roundabout at the Wicks Street/Jackson Street intersection.

The issue is discussed further in the comments section below.

### STRATEGIC IMPLICATIONS

Town Planning and Built Environment.

### COMMENT

As mentioned in the background section of this report, the development of the former CSBP site located at Lot 10 Railway Parade, will have implication of the local road network in Bassendean.

Officers of the Town and the City of Bayswater have attempted to find answers to the following questions:

- Is one access to the east of the site adequate to serve the development?
- If one access to the site is adequate where should that access occur?



- What improvements would be required to the local road network to make the proposal work effectively?

The following section which is reproduced from the Transcore report indicates that the Wicks Street option is the preferred option.

This report investigated 3 route options to provide eastern road connectivity between the proposed ODP area (Lot 10 Railway Parade, Bayswater) and Jackson Street.

The Wicks Street route option is feasible providing the previously sold section of Wicks Street road reserve can be reinstated. The required roundabout at the intersection of Jackson Street/Wicks Street can be constructed to facilitate the relevant design vehicles without any impact on existing crossovers in this vicinity. This option involves some minor land acquisitions from Lots 11 and 69.

The Lavan Street route option is not feasible due to the significant impact the required roundabout at the intersection of Jackson Street/Lavan Street will have on Hofmann Engineering's crossover on Jackson Street located opposite Lavan Street.

The Duffy Street route option is feasible but not desirable due to the potential safety hazard at the intersection of Jackson Street/Duffy Street. This safety hazard is due to the limited available sight distance along Jackson Street to the south of Duffy Street, because of vertical geometry. Considering the relatively high volume of traffic, including heavy and big vehicles expected to use this intersection, if it provided the major eastern connectivity to Jackson Street from the ODP area, the consultant advises against the use of this route.

This report has also considered the suitability of extending either Duffy Street or Lavan Street in a westerly direction through privately owned land, connecting with the ODP's proposed north-south boulevard. It is evident that the potential extension of Lavan Street or Duffy Street, through to the ODP area, are flawed due to the significant impact upon privately owned landholdings, and the impact it would have on the ODP's logical road network and industrial lot configurations.

Accordingly, the Wicks Street route presents the best option for an eastern road connection between the ODP area and Jackson Street.

The concept designs included in this report indicates this option is entirely feasible with the construction of a suitable roundabout at the intersection of Jackson Street/Wicks Street, minor land acquisitions to the east and the recovery of the previously sold section of the Wicks

#### Implications for the Town of Bassendean

Officers of the Town of Bassendean accept the findings of the Transcore report and conclude that this arrangement is the best way to serve the development.

Wesfarmers has previously indicated its preparedness to construct the unconstructed portion of Vincent Street and Wicks Street, however, it has advised that the responsibility of acquiring land to construct the roads rests with local government.

The Eastern Access Assessment prepared by Transcore Pty Ltd has indicated a need to acquire the portion of Wicks Street that was previously closed, together with part of numbers 14 Jackson Street (236m<sup>2</sup>) , 10 Jackson Street (41m<sup>2</sup>) and 13 & 15 Jackson Street (30m<sup>2</sup>) to accommodate the proposed roundabout identified as being necessary to serve the proposed development of the site.

The Town has previously advised that it supports the development of the site and the direct connection to Tonkin Highway. However, the need for the improvements to the road layout and the prerequisite acquisitions, are directly caused by the development of the CSBP site.

It is therefore considered that Wesfarmers, as landowners, should bear the costs of the acquisition of the land required for roads and for its construction.

#### STATUTORY REQUIREMENTS

The procedure for the taking of land is governed by the Land Administration Act 1997.

## FINANCIAL CONSIDERATIONS

Nil.

## OFFICER RECOMMENDATION — ITEM 10.5

That Council:

1. Advises the City of Bayswater that it supports the proposed traffic arrangements as contained in the Eastern Access Assessment for Lot 10 Railway Parade, Bayswater; and
2. Advises the City of Bayswater and Wesfarmers that the Town is prepared to initiate the acquisition of the land required for roads in accordance with the land administration act 1997 on confirmation that the owners of Lot 10 Railway Parade, Bayswater, will meet all costs associated with the proposed acquisition and development.

**Voting requirements: Simple Majority**

# **ATTACHMENT NO. 3D**

**8.1.12 Proposed Amendment to Town Planning Scheme No. 24 - Modifications to Special Control Area 10**

**Location:** Lot 10, 2-4 Railway Parade, Bayswater  
**Applicant:** TPG + Placematch  
**Owner:** CSBP and Farmers Limited  
**Reporting Branch:** Strategic Planning and Place Services  
**Directorate:** Planning and Development Services  
**Refer:** Items 15.5: OCM 23.02.2015  
 Item 11.1.15: OCM 23.04.2013  
 Item 11.1.7: OCM 24.05.2011  
 Item 11.1.12: OCM 14.12.2010  
 Item 12.2.2: OCM 20.11.2007

**CR DAN BULL DECLARED AN INDIRECT FINANCIAL INTEREST**

*In accordance with section 5.61 of the Local Government Act 1995, Cr Dan Bull declared an indirect financial interest in this item as his employer (ANZ) is the mortgagee on the title. At 8:01pm, Cr Bull withdrew from the meeting.*

*At 8:01pm, Cr Radford assumed the Chair.*

**EXECUTIVE SUMMARY****Application:**

The City has received correspondence dated 8 November 2016 requesting Council to initiate an amendment to the City's Town Planning Scheme No. 24 (TPS 24) to modify the provisions of Special Control Area 10 (SCA 10) to facilitate the development of the land for primarily industrial purposes including a small commercial component.

**Key Issues:**

- The amendment proposes the following modifications to SCA 10:
  - Modify the common boundaries of Precinct A and B;
  - Modify the land use provisions in Precinct A, B and C;
  - Modify the existing development provisions for Precinct A, B and C; and
  - Introduce on-site car parking standards for SCA 10.
- The Ashfield Precinct Plan (APP) is the guiding strategic document for the subject site.
  - The APP is based around the relocation of the Ashfield rail station, which is not proposed to be relocated in the short / medium term.
- The City discussed the proposed amendment with the Department of Planning (DoP) and the Town of Bassendean and in light of their feedback recommends the following modifications to the proposed scheme amendment
  - Modify Precinct A's purpose.
  - Modify the proposed permitted and discretionary uses in Precinct A.

**BACKGROUND**

<b>Town Planning Scheme No. 24 Zoning:</b>	Industrial with additional provisions under SCA 10.
<b>Subject Area:</b>	Lot 10, 2-4 Railway Parade, Bayswater
<b>Lot Area:</b>	364,307m <sup>2</sup>

<b>Proposed Zoning:</b>	Industrial with modified additional provisions under SCA 10.
<b>Summary of Proposed Scheme Amendment:</b>	Modify the provisions of SCA 10 to facilitate the further development of the subject area for industrial purposes.



The subject area is within the Ashfield Precinct Plan (APP) area. The APP is a strategic vision and urban design document to guide development within the precinct area. The APP was developed in 2009 by the DoP in consultation with the City of Bayswater and Town of Bassendean. The Western Australian Planning Commission endorsed the APP in January 2010. It is noted that the APP is a guiding document only and has not statutory head of power.

### CONSULTATION

No consultation with the community has occurred at this time. Should the proposed amendment be initiated it will undergo formal advertising in accordance with *the Planning and Development (Local Planning Scheme) Regulations 2015* (the Regulations) requirements.

The City has discussed the proposed scheme amendment with the DoP and the Town of Bassendean as detailed in the Ashfield Precinct Plan section below.

At the Councillor Briefing held 11 October 2016 the applicant presented the proposed scheme amendment to Councillors. During the briefing Councillors raised concerns regarding parking, built form, landscaping and trees. In response to Councillors' concerns the applicant has provided additional justification in the scheme amendment report and/or modified the proposed scheme amendment. The concerns raised by Councillors are addressed in the 'Analysis' section below.

## ANALYSIS

### Subject Area

The subject area comprises 364,307m<sup>2</sup> of land located at the corner of Railway Parade and Tonkin Highway in Bayswater. The subject area has previously been used for the CSBP fertiliser plant. Due to the previous use the south-western corner of the subject area (Precinct C) has been identified as 'contaminated - remediation required', the remainder of the site is identified as 'remediated for restricted use'. The subject area is surrounded by existing industrial land.

The subject area is within 800m from the Ashfield rail station and is close to the major transport routes along Tonkin Highway, Railway Parade and Guildford Road.

The scheme amendment proposes to modify the existing SCA 10 land use and development provisions. **Attachment 1** details the existing provisions of SCA 10 which the applicant is proposing to modify.

### Ashfield Precinct Plan

The subject area is a part of the APP. The key features of the APP involve the introduction of commercial land uses along the northern side of the railway, adjacent to a relocated rail station at the intersection of Guildford Road and Pearson Street. The APP proposed that the subject site be a mixture of commercial and industrial land uses, with the commercial uses located in Precinct A adjoining the proposed relocated rail station.

The amendment proposes to deviate from the strategic vision of the APP by allowing industrial uses within Precinct A. As the proposed amendment will impact the implementation of the APP the City discussed the amendment with the DoP and the Town of Bassendean who provided the following advice:

- The Town of Bassendean indicated that in the event the rail station is not relocated as proposed it is intending to pursue a commercial transport orientated development (TOD) surrounding the existing Ashfield rail station focusing it on the northern side along Railway Parade.
- The DoP advised that the APP is still considered the strategic vision for the precinct, but acknowledged that it relies on the cooperation of the City of Bayswater, Town of Bassendean, the Public Transport Authority (PTA) and the relocation of the rail station to move forward. At an officer level it was considered that the proposed amendment was generally consistent with the APP but that the commercial area should not be further reduced and that consideration should be given as to how the commercial precinct may transition / expand in the future.

It is noted that there are no current plans for the Ashfield rail station to be relocated.

In light of the advice provided by the Town of Bassendean and the DoP the City is recommending some modifications to the proposed amendment as detailed in the modifications section below.

### SCA 10

SCA 10 was gazetted 28 September 2012 and introduced scheme provisions to implement the strategic vision of the APP. It includes controls over built form, permitted land uses and divided the site into three precincts as follows:

Precinct A - a commercial precinct adjoining the proposed relocated rail station. It permitted a range of appropriate commercial land uses and had built form requirements to encourage main street type development.

Precinct B - an industrial precinct.



Precinct C - an industrial precinct with additional development requirements as it has been identified as a contaminated site.

#### Proposal

The applicant has stated that the purpose of the proposed scheme amendment is to facilitate the development of the subject area for industrial purposes to meet the market's needs. The applicant has proposed to amend TPS 24 by:

- Modifying the common boundaries of Precinct A and B;
- Modifying the land use provisions in Precinct A, B and C;
- Modifying the existing development provisions for Precinct A, B and C; and
- Introducing on-site car parking standards for SCA 10.

Full details of the proposed modifications are included in **Attachment 1**. A full copy of the applicant's report was circulated to Councillors separately.

#### Modifications to Precinct Boundaries

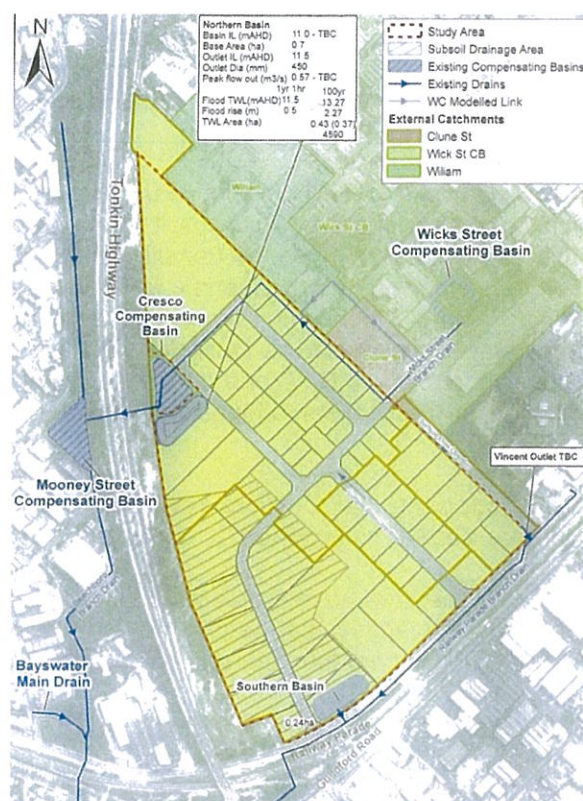
The applicant is proposing to modify the boundary between Precinct A and B as indicated below:



**Proposed Modified Precinct Boundaries**

The applicant has proposed to modify the precinct boundaries to better align with the proposed future subdivision and road layout.





**Proposed Subdivision Layout**

The rail station is not proposed to be relocated in the short / medium term the modified boundaries with a smaller commercial precinct is appropriate. Additionally, the remaining portion of Precinct A is within 800 m of the existing Ashfield rail station and facilitates commercial development along Railway Parade, the proposed entrance to the site and at the corner of Vincent Street and Railway Parade, and will act as an extension of the Town of Bassendean's proposed commercial precinct surrounding the existing Ashfield rail station. Accordingly the proposed modified boundaries are considered acceptable.

#### Additional Land Uses

In addition to the existing 'Permitted' and 'Discretionary' land uses detailed in SCA 10 the applicant proposes to include the following additional land uses for Precinct A, B and C:

Precinct A Proposed Additional Uses	
<b>Permitted Uses:</b> <ul style="list-style-type: none"> <li>Automotive Repairs;</li> <li>Factory;</li> <li>Factory Tenement Building;</li> <li>Garden Centre;</li> <li>General Industry;</li> <li>Light Industry;</li> <li>Trade Display;</li> <li>Transport Depot; and</li> <li>Warehouse.</li> </ul>	<b>Discretionary Uses:</b> <ul style="list-style-type: none"> <li>Automotive &amp; Marine Sales &amp; Repairs;</li> <li>Fast Food Outlet;</li> <li>Funeral Parlour;</li> <li>Hire Service (Industrial);</li> <li>Industry;</li> <li>Open Air Display;</li> <li>Radio &amp; Television Installations;</li> <li>Showroom;</li> <li>Showroom/Warehouse; and</li> <li>Storage Yard</li> </ul>

The existing land use provisions for Precinct A are currently restricted to appropriate commercial uses reflecting the aspirations of the APP. The applicant considers a wider scope of land uses is necessary in order to better respond to the current market needs and to reflect the move away from the APP aspirations for the area.

In light of the feedback received from the DoP the City considers there is potential for Precinct A to be retained as a primarily commercial area. However, it is acknowledged that some industrial uses would be appropriate for the precinct given the transitional nature of the precinct as well as prevailing market conditions. It is considered appropriate to allow a suitable mixture of industrial and commercial uses within Precinct A, providing the industrial uses do not unduly impact the commercial uses and the commercial uses can be facilitated at a later date. In light of the above, the City officers are proposing some modifications to the proposed additional permitted and discretionary uses as detailed in the 'Proposed Modifications to Scheme Amendment' section below.

Additionally, the applicant is proposing that 'Builders Yard' be a permitted use within Precinct B and C. It is noted that 'Builders Yard' is currently an 'X' use in all precincts.

As the amendment is proposing the area have a greater industrial focus and given the industrial nature of Precinct B and C and the landscaping requirements (detailed below), it is considered that a 'Builders Yard' will not unduly impact the amenity of Precinct B or C and is acceptable.

#### Modified Development Requirements

The applicant is proposing a number of modifications to the existing development requirements in SCA 10.

#### Modifications to Precinct A's Requirements

The applicant is proposing to modify the following Precinct A requirements to make them consistent with the Precinct B and C requirements:

- Building setbacks; and
- Built Form.

The applicant considers the proposed modifications necessary to facilitate efficient site design outcomes and to respond to the commercial market requirements.

As Precinct A is proposed to be a mixture of industrial and commercial uses it is considered appropriate to modify some of the existing Precinct A built form requirements. In response to Councillor concerns raised at the Councillor Workshop and to help ensure a high level of amenity within Precinct A, City officers propose to retain two of the existing SCA 10 provisions as detailed in the 'Proposed Modifications to the Scheme Amendment' section below.

#### Fencing

The applicant is proposing to modify the fencing requirements in all precincts to allow fencing between the street and the building line. The applicant considers the proposed modification necessary to meet industry needs for site security. Additionally, the modified provision clarifies acceptable types of fencing.

City officers consider the proposed modifications to the fencing requirements are considered acceptable as they provide clarity on the types of fencing permitted within the subject area. Additionally, it is considered acceptable that fencing be permitted in front of the building line to provide additional security to the sites given the further provisions on acceptable types of fencing.

Site Coverage

The applicant is proposing to remove the requirement for site coverage limitations. The applicant considers this provision unnecessary in modern industrial developments as car parking and landscaping requirements dictate how much land is allocated for site coverage.

City officers consider the proposed modification acceptable, given the amendment is proposing to increase on-site landscaping within all precincts, as detailed below.

Landscaping

The applicant is proposing to modify the landscaping requirements in all precincts in the following ways:

- Remove the requirement for a 1.5m landscaping strip along the side boundary;
- Increase the landscaping ratio for 2% to 5% of the site area; and
- Introduce a compulsory tree planting requirement as follows:  
*"One tree (minimum 100 litre pot size) shall be planted for every 20m of lot frontage within the 2.0m wide landscape strip. The tree species shall be subject to the satisfaction of the City."*

The applicant considered that removing the 1.5m side boundary landscaping requirement and increasing the landscaping ratio from 2% to 5% will result in more substantial landscaped areas. Further it allows flexibility to locate the landscaping areas to where it is deemed appropriate. It is noted that the modified provision will still require a 2m wide landscaping strip along the street frontage. Further, it is considered that the tree planting requirement will achieve a broader, more consistent tree canopy throughout the subject area.

In response to Councillor's concerns regarding a loss of landscaped area due to the modified provision the applicant provided landscaping plans and figures in their justification report to show the impact for the modified clause. In light of the additional justification provided City officers consider the proposed modifications to the landscaping provision acceptable as it will result in more substantial landscaping in appropriate locations.

Car Parking

The applicant is proposing to introduce land use specific car parking requirements for the subject site as follows:

Land Use	Proposed SCA 10 Requirement	Existing TPS 24 requirements
Office*	1 bay per 30sqm GLA	4 bays per 100sqm GLA
Warehouse	1 bay per 100sqm GLA	2 bays per 100sqm GLA
Workshop / Factory	1 bay per 75sqm GLA	2 bays per 100sqm GLA
* Where a development includes office as an ancillary use, the car parking for that component is calculated at the Warehouse land use rate of 1 bay per 100sqm for the first 10% of GLA of the ancillary use.		
Tandem parking bays shall be accepted where the two bays are provided for the use of a single tenancy and are utilised by staff on-site.		

The applicant considers that the existing car parking standards to be based on out of date industry practice. As the industrial sector becomes increasingly automated there is less need for the number of staff (and car bays) historically needed. Further the subject area is within 800m of the Ashfield rail station and within 500m of the No.55 bus route. It is considered that the proposed car parking requirements better reflect the operation needs of land use types within the industrial sector. The applicant provided a detailed justification of the car parking requirements for each land use which has been circulated to Councillors separately.

The detailed car parking justification indicates that the proposed car parking requirements are aligned with the requirements of other local governments. In light of the car parking justification provided City officers consider the proposed car parking requirements appropriate for the subject site and the land uses.

#### On-Street Car Parking Requirements

In addition to the on-site car parking requirements the applicant is proposing on-street parking be provided in accordance with the following:

*"Car bays shall be provided along a single side of the road reserve, with clearances being incorporated in advance of intersections. Line markings shall be undertaken after crossovers are installed to delineate bays."*

The applicant believes the provision of on-street parking will help alleviate any residual concerns raised by the on-site car parking requirements. The applicant has advised that they will construct the on-street car bays as part of the subdivision and development process.

The on-street car parking requirement was included to help alleviate Councillors' concerns regarding parking raised at the Councillor Workshop. City officers consider that the provision of on-street parking would increase the amount of parking in subject area, however it is not considered necessary to include an on-street parking provision within the scheme amendment as it will be provided as a part of the subdivision and development works.

#### Proposed Modifications to Scheme Amendment

In light of the feedback from the DoP and the Town of Bassendean the City it is considered that the following modification should be made to the proposed scheme amendment.

#### Modified Precinct A Purpose

The City proposes the purpose of Precinct A be modified to further emphasise its commercial nature as follows:

*"To comprise commercial land uses and selected compatible industrial uses that will not cause injury to or adversely affect the amenity of the commercial precinct."*

#### Modifications to Land Use Table

The City is proposing to modify the land use table for Precinct A by restricting the permitted and discretionary land uses and by introducing two additional notes at the bottom of the table as follows:

Precinct A Proposed Additional Uses	
<u>Permitted Uses:</u> <ul style="list-style-type: none"> <li>• Automotive Repairs</li> <li>• Automotive &amp; Marine Sales &amp; Repairs</li> <li>• Factory***#</li> <li>• Factory Tenement Building***#</li> <li>• Garden Centre</li> <li>• Light Industry#</li> <li>• Trade Display and</li> <li>• Warehouse</li> </ul>	<u>Discretionary Uses:</u> <ul style="list-style-type: none"> <li>• Funeral Parlour</li> <li>• General Industry***#</li> <li>• Hire Service (Industrial)#</li> <li>• Industry***#</li> <li>• Open Air Display#</li> <li>• Showroom</li> <li>• Showroom/Warehouse and</li> <li>• Storage Yard#</li> </ul>

\*\*\* Uses shall be limited to those considered appropriate, by the City of Bayswater, for a transitional buffer between industrial and commercial precincts, however the following uses are not permitted:

- Abattoir;

- *Concrete batching plant;*
- *Builders yard;*
- *Transport depot;*
- *Asphalt manufacturing;*
- *Chemical manufacturing;*
- *Compost manufacturing;*
- *Crushing of building material;*
- *Dog kennels;*
- *Wrecking yard;*
- *Dry-cleaners;*
- *Pesticides manufacturing;*
- *Incineration;*
- *Industrial gas production;*
- *Fuel loading;*
- *Fuel storage;*
- *Service stations;*
- *Poultry storage;*
- *Wreckers (automotive);*
- *Transport vehicles depot;*
- *Used tyre storage; and*
- *Waste disposal.*

*# Within Precinct A a high degree of landscaping amenity is to be provided with appropriate screening of transition industrial uses from the street, to the satisfaction of the City of Bayswater.*

It is considered that the proposed modification will ensure that Precinct A is primarily used for commercial uses and that the industrial uses which are permitted are able to facilitate commercial purposes at a later date and are screened appropriately to reduce their visual impact on the surrounding area.

#### Modified Precinct A Built Form Requirements

The City is proposing to include an additional built form requirements within Precinct A as follows:

- *"Building frontages are to be designed to promote surveillance of the street and/or public open space.*
- *Large areas of prefabricated concrete panels for external wall systems, i.e. 'tilt-up' are to be detailed with expressed joints with a rendered and painted finish, or clad to the satisfaction of the City of Bayswater."*

It is noted that these are existing clauses under SCA 10 provisions. It is considered the retention of this clause will help ensure that street frontages are activated and will provide passive surveillance of the street. Additionally it will ensure buildings are designed to a high standard.

## OPTIONS

The following options are available to Council:

	OPTION	BENEFIT	RISK
1.	Initiate the proposed amendment to modify the provisions of SCA 10 as proposed by the applicant.  <b>Estimated Cost</b> <ul style="list-style-type: none"> <li>All associated costs to be paid by the applicant.</li> </ul>	<ul style="list-style-type: none"> <li>Enables the site to be developed for industrial purposes.</li> <li>Meets the market's expectations for industrial land.</li> <li>Increases the amount of industrial land within the City.</li> <li>Provides clearer guidance on car parking requirements.</li> <li>Provides more flexibility of land uses.</li> </ul>	<ul style="list-style-type: none"> <li>May limit future use of the site for commercial uses.</li> <li>Reduces the extent of the commercial precinct.</li> </ul>
2.	Initiate the proposed amendment to modify the provisions of SCA 10 as modified by City officers.  <b>Estimated Cost</b> <ul style="list-style-type: none"> <li>All associated costs to be paid by the applicant.</li> </ul>	<ul style="list-style-type: none"> <li>Enables the site to be developed for industrial and commercial purposes.</li> <li>Does not limit future use of the site for commercial uses.</li> <li>Provides clearer guidance on car parking requirements.</li> <li>Provides more flexibility of land uses.</li> <li>Aligns with the strategic vision of the APP.</li> </ul>	<ul style="list-style-type: none"> <li>May limit future use of the site for industrial uses.</li> </ul>
3.	Initiate the proposed amendment to modify the provisions of SCA 10 with other modifications.  <b>Estimated Cost</b> <ul style="list-style-type: none"> <li>All associated costs to be paid by the applicant.</li> </ul>	<ul style="list-style-type: none"> <li>Dependent on the modifications proposed.</li> </ul>	<ul style="list-style-type: none"> <li>Dependent on the modifications proposed.</li> </ul>
4.	Not initiate the proposed amendment to modify the provisions of SCA 10.  <b>Estimated Cost</b> <ul style="list-style-type: none"> <li>Nil.</li> </ul>	<ul style="list-style-type: none"> <li>The site will be able to be use for commercial uses in the future.</li> </ul>	<ul style="list-style-type: none"> <li>The site may not be developed for a significant period of time.</li> <li>Does not meet the markets expectations for industrial land.</li> <li>Does not provide flexibility of land uses.</li> </ul>

## CONCLUSION

In light of the above it is recommended that Council proceed with Option 2 to initiate the proposed amendment to modify the provisions of SCA 10 as modified by City officers.

**FINANCIAL IMPLICATIONS**

All costs associated with proposed scheme amendment are to be borne by the applicant.

**STRATEGIC LINK**

In accordance with the City of Bayswater Strategic Community Plan 2016-2026, the following applies:

Theme: Our Built Environment

Aspiration: We have a well-connected mix of business, residential and community areas, which are high quality and support our thriving community.

Outcome B3: High quality built form.

Theme: The Local Economy

Aspiration: Our vibrant business hubs provide opportunities for business growth, community activity, learning and employment opportunities.

Outcome E3: Growth of local and new business.

**COUNCIL POLICY AND LEGISLATIVE IMPLICATIONS**

Part 5 of the *Planning and Development (Local Planning Schemes) Regulations 2015* prescribes the process for scheme amendments.

**VOTING REQUIREMENTS**

Simple Majority required.

**ATTACHMENTS**

1. Existing with Applicant's Proposed SCA 10 Provisions
2. Officer Proposed Scheme Amendment

**OFFICER'S RECOMMENDATION**

That Council:

1. Initiates Amendment No. 71 to the City of Bayswater Town Planning Scheme No. 24 in relation to Special Control Area (SCA) 10 as included in Attachment 2 to:
  - (a) Modify the common boundaries of Precinct A and B;
  - (b) Modify the land use provisions in Precinct A, B and C;
  - (c) Modify the existing development provisions for Precinct A, B and C; and
  - (d) Introduce on-site car parking standards for SCA 10.
2. Considers Amendment No.71 to the City of Bayswater Town Planning Scheme No. 24 to be 'standard' under the provisions of the *Planning and Development (Local Planning Schemes) Regulations* for the following reasons:
  - (a) The amendment does not result in any significant environmental, social, economic or governance impacts on land in the scheme area.
  - (b) The amendment is not a complex or basic amendment.
3. Requires the applicant to prepare the scheme amendment documentation to the satisfaction of the City of Bayswater.

4. Upon finalisation of the scheme amendment documentation, the documentation be forwarded to the Environmental Protection Authority for assessment and Heritage Council for comment.
5. Upon Notice of Assessment from the Environmental Protection Authority being received (and issues raised being complied with), causes the proposed scheme amendment documentation to be advertised for public comment for 42 days by way of:
  - i. Notification being published in the local newspapers;
  - ii. The relevant public authorities being notified in writing of the amendment details;
  - iii. All surrounding land owners within a 400m radius of the site being notified in writing of the amendment details;
  - iv. Information being placed on the City's website; and
  - v. Hard copies of the amendment documentation made available for inspect at the City of Bayswater Civic Centre, City of Bayswater libraries, Max Tulley Office and Information Centre and the RISE One Stop Shop.
6. Requires the amendment to be referred to Council for further consideration following public advertising.
7. Notes that the owner Lot 10, 2-4 Railway Parade, Bayswater will provide on-street parking within the subject land as a part of the subdivision and development process.

#### **REASON FOR CHANGE**

*The Committee changed the officer's recommendation as it was of the opinion that the distance between each tree should be reduced to an average of every 15 metres and the pot size should be reduced to a 50 litre pot size to ensure trees can grow in their location and survive and thrive.*

#### **COMMITTEE RESOLUTION**

That Council:

1. Initiates Amendment No. 71 to the City of Bayswater Town Planning Scheme No. 24 in relation to Special Control Area (SCA) 10 as included in Attachment 2 to:
  - (a) Modify the common boundaries of Precinct A and B;
  - (b) Modify the land use provisions in Precinct A, B and C;
  - (c) Modify the existing development provisions for Precinct A, B and C; and
  - (d) Introduce on-site car parking standards for SCA 10.
2. Considers Amendment No.71 to the City of Bayswater Town Planning Scheme No. 24 to be 'standard' under the provisions of the *Planning and Development (Local Planning Schemes) Regulations* for the following reasons:
  - (a) The amendment does not result in any significant environmental, social, economic or governance impacts on land in the scheme area.
  - (b) The amendment is not a complex or basic amendment.
3. Requires the applicant to prepare the scheme amendment documentation to the satisfaction of the City of Bayswater.
4. Upon finalisation of the scheme amendment documentation, the documentation be forwarded to the Environmental Protection Authority for assessment and Heritage Council for comment.



5. Upon Notice of Assessment from the Environmental Protection Authority being received (and issues raised being complied with), causes the proposed scheme amendment documentation to be advertised for public comment for 42 days by way of:
  - i. Notification being published in the local newspapers;
  - ii. The relevant public authorities being notified in writing of the amendment details;
  - iii. All surrounding land owners within a 400m radius of the site being notified in writing of the amendment details;
  - iv. Information being placed on the City's website; and
  - v. Hard copies of the amendment documentation made available for inspect at the City of Bayswater Civic Centre, City of Bayswater libraries, Max Tulley Office and Information Centre and the RISE One Stop Shop.
6. Requires the amendment to be referred to Council for further consideration following public advertising.
7. Notes that the owner Lot 10, 2-4 Railway Parade, Bayswater will provide on-street parking within the subject land as a part of the subdivision and development process.
8. Requires that the Landscaping be amended to one tree (minimum 50 litre pot size) shall be planted at an average of every 15m of lot frontage (refer Attachments 1 and 2).

CR CHRIS CORNISH MOVED, CR SALLY PALMER SECONDED

CARRIED UNANIMOUSLY

*At 8:07pm, Cr Bull returned to the meeting and assumed the Chair.*

**Attachment 1 - Existing with Applicant's Proposed SCA 10 Provisions**

The strikethrough indicates where the Applicant is proposing to modify an existing SCA 10 clause.

The red highlighted words indicate the proposed new / modified clauses.

**SPECIAL CONTROL AREA (SCA) 10:**

Corner of Tonkin Highway and Railway Parade, Bayswater.

**Site Particulars:**

Lot 10, No 2 - 4 Railway Parade, Bayswater

**Description:**

SCA No. 10 is bound by Tonkin Highway to the west, Railway Parade to the south, Vincent Street and the rear boundaries of Lots 55, 59, 60, 61, 102, 103, 104, 301 and 302 Clune Street to the east.

**Provisions****Purpose:**

To facilitate the redevelopment of the ~~former Cresco Fertiliser site~~ into a quality industrial/commercial estate, guiding development form and land use in a manner which articulates a high level of amenity whilst taking into account the environmental characteristics of the land and its proximity to major transport corridors.

The site is divided into 3 precincts which are described as:

~~Precinct A - To incorporate a strong commercial street character, creating a local identity. It is to comprise higher order commercial land uses including Office which will take advantage of the Precinct's proximity to the Ashfield Rail Station and its exposure to Railway Parade.~~

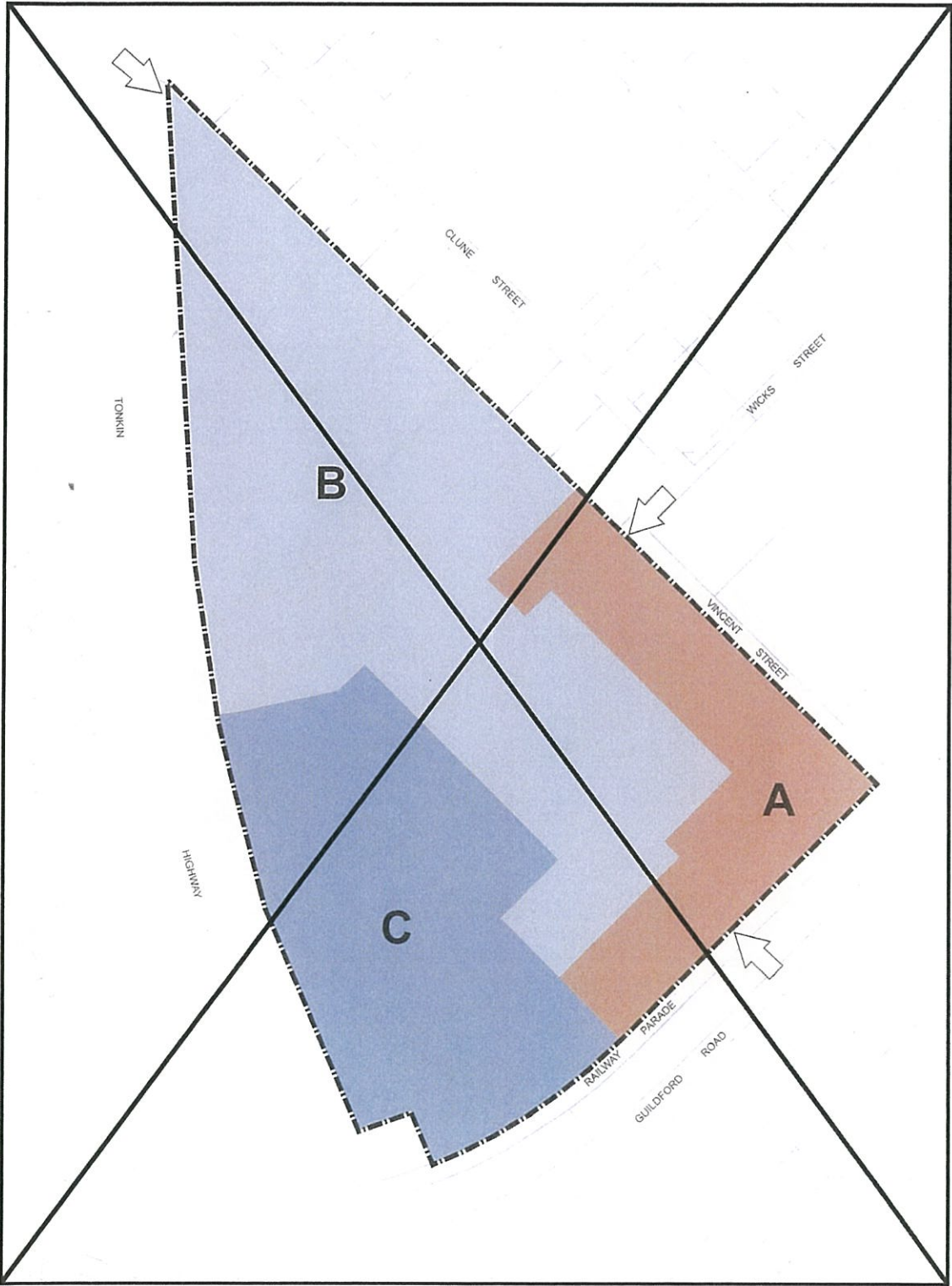
**Precinct A - To provide for a mixture of industrial and commercial development which provides a strong interface to Railway Parade and Vincent Street.**

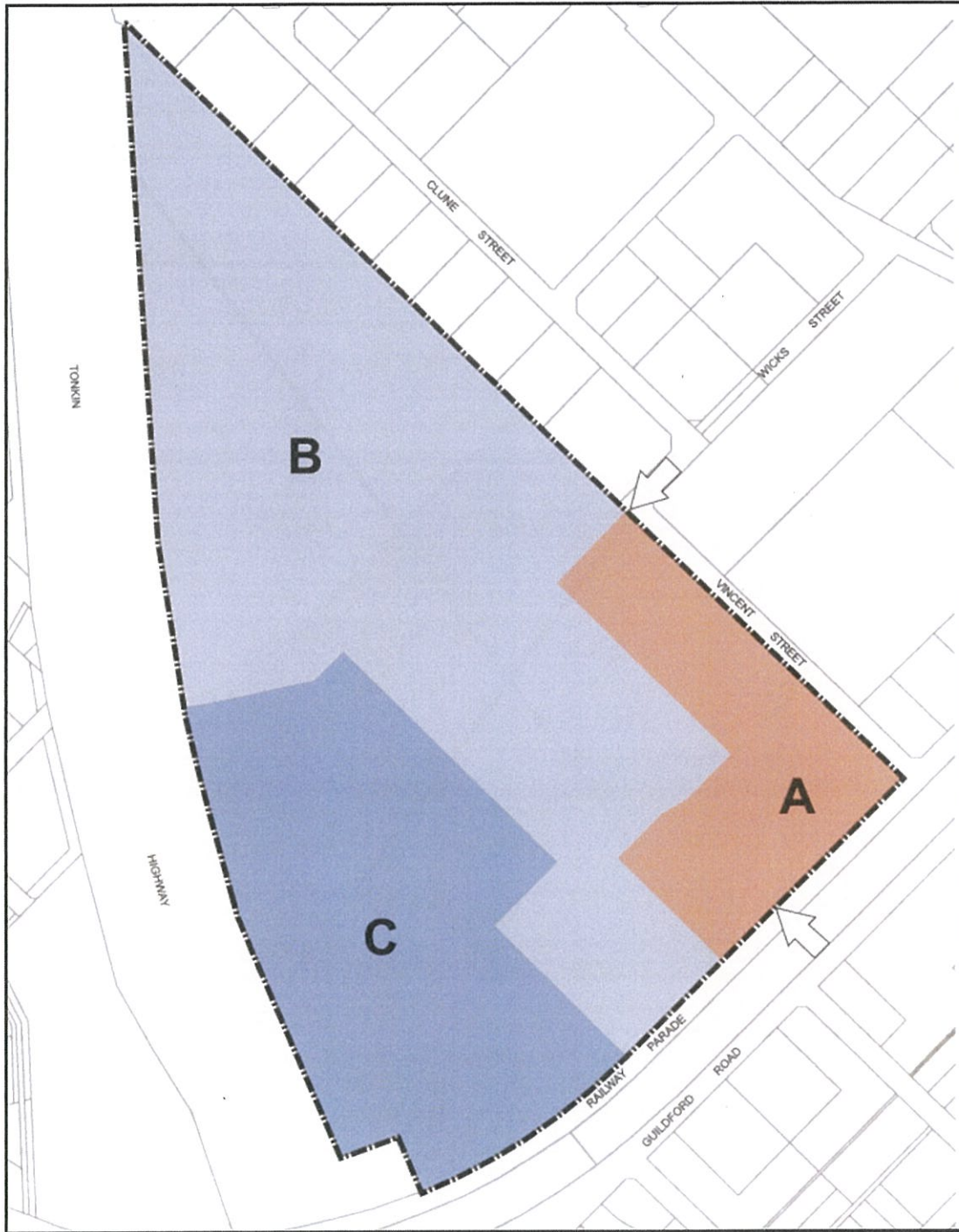
Precinct B - To comprise industrial land uses (except those which are considered undesirable for reasons of noise, odour or atmospheric emissions).

Precinct C – To comprise industrial land uses, where site development will need to meet mandatory landscaping and drainage infiltration requirements. All stormwater runoff will be collected and shall not be permitted to soak into the ground at source due to existing residual cinders located in the south western part of the site.

Section 70A notifications will be placed on Titles of lots located within Precincts A, B and C to ensure landowners are aware of the environmental constraints of the site and the applicable design guidelines.

Development Precincts







**Land Uses:**

Notwithstanding uses listed within Table No. 1 – Zoning Table of the Scheme, the following uses shall prevail within SCA No.10:

<b>Permitted Uses:</b>	
<ul style="list-style-type: none"> <li>• Precinct A</li> <li>• <b>Automotive Repairs</b></li> <li>• Convenience Store</li> <li>• Consulting Rooms (Medical)</li> <li>• Car Park</li> <li>• Car Wash</li> <li>• Dry Cleaning/ Laundry Premises</li> <li>• <b>Factory</b></li> <li>• <b>Factory Tenement Building</b></li> <li>• <b>Garden Centre</b></li> <li>• Kiosk</li> <li>• Lunch Bar</li> <li>• Health Studio</li> <li>• Liquor Store - Large</li> <li>• Liquor Store - Small</li> <li>• <b>Light Industry</b></li> <li>• Medical Centre</li> <li>• Office</li> <li>• Public Utility**</li> <li>• Restaurant</li> <li>• Service Industry</li> <li>• <b>Trade Display</b></li> <li>• <b>Transport Depot</b></li> <li>• Veterinary Consulting Rooms</li> <li>• <b>Warehouse</b></li> </ul>	<ul style="list-style-type: none"> <li>• Precincts B and C</li> <li>• Automotive Repairs</li> <li>• <b>Builders Yard</b></li> <li>• Car Park</li> <li>• Car Wash</li> <li>• Dry Cleaning/ Laundry Premises</li> <li>• Factory</li> <li>• Factory Tenement Building</li> <li>• Garden Centre</li> <li>• General Industry</li> <li>• Kiosk</li> <li>• Light Industry</li> <li>• Lunch Bar</li> <li>• Public Utility**</li> <li>• Service Industry</li> <li>• Trade Display</li> <li>• Transport Depot</li> <li>• Veterinary Consulting Rooms</li> <li>• Warehouse</li> </ul>
<b>Discretionary Uses:</b>	
<ul style="list-style-type: none"> <li>• Precinct A</li> <li>• Amusement Parlour</li> <li>• <b>Automotive &amp; Marine Sales &amp; Repairs</b></li> <li>• Betting Agency</li> <li>• Cinema/Theatre</li> <li>• Civic Buildings</li> <li>• Club Premises</li> <li>• Corner Store</li> <li>• Educational Establishment</li> <li>• Fast Food Outlet</li> <li>• Funeral Parlour</li> <li>• <del>Garden Centre</del></li> <li>• <b>General Industry</b></li> <li>• Hire Service (Non-Industrial)</li> <li>• Infant Health Clinic</li> <li>• <b>Industry</b></li> <li>• Occasional Uses</li> <li>• <b>Open Air Display</b></li> <li>• Public Amusement</li> <li>• <b>Radio and Television Installations</b></li> <li>• Radio Equipment</li> </ul>	<ul style="list-style-type: none"> <li>• Precincts B and C</li> <li>• Automotive &amp; Marine Sales &amp; Repairs</li> <li>• Fast Food Outlet</li> <li>• Funeral Parlour</li> <li>• Hire Service (Industrial)</li> <li>• Industry</li> <li>• Office</li> <li>• Open Air Display</li> <li>• Radio and Television Installations</li> <li>• Showroom</li> <li>• Showroom/Warehouse</li> <li>• Storage Yard</li> </ul>

<ul style="list-style-type: none"> <li>• Recreation Facility (Private &amp; Public)</li> <li>• Shop*</li> <li>• Showroom</li> <li>• Showroom/Warehouse</li> <li>• Storage Yard</li> <li>• Tavern</li> <li>• Veterinary Hospital</li> </ul>	
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\*The Gross Leasable Area (GLA) floor space for a 'Shop' use shall be limited to 500m<sup>2</sup> per tenancy within Precinct A, and a cumulative floor space of no greater than 1500m<sup>2</sup> Net Lettable Area (NLA) for the whole of Precinct A.

\*\*Land use includes compensating basins which are subject to Water Corporation's agreed specifications.

<b><u>Uses Not Permitted:</u></b>	<b><u>Uses Not Permitted unless by giving Special Notice ('A' Use):</u></b>
<u>Precincts A, B and C</u> <ul style="list-style-type: none"> <li>• Automotive Wrecking</li> <li>• Builders Yard</li> <li>• Extractive Industry</li> <li>• Fuel Depot</li> <li>• Noxious Industry</li> </ul>	<u>Precincts A, B and C</u> <ul style="list-style-type: none"> <li>• Service Station</li> </ul>

<b><u>Development Requirements:</u></b>	
<b><u>Building Setbacks:</u></b>	
<u>Precinct A</u> <ul style="list-style-type: none"> <li>• <del>Primary Street: Buildings to have a nil setback.</del></li> <li>• <del>Secondary Streets: Buildings fronting onto Railway Parade and Vincent Street to have a nil setback from the lot boundary. Any variation to this requirement will be considered on a case-by-case basis.</del></li> <li>• <del>Car parking bays shall not be permitted in front of the primary street building line.</del></li> <li>• <del>The building line of any level above three (3) storeys is required to be setback a minimum of 5 metres from the street boundary.</del></li> <li>• <del>Side: Building mass to the side setbacks shall comply with the Building Code of Australia.</del></li> <li>• <del>Rear: A minimum setback of 13.5 metres to the rear is required to accommodate rear car parking and landscaping.</del></li> </ul>	<u>Precincts A, B and C</u> <ul style="list-style-type: none"> <li>• Primary Street: Buildings to be setback a minimum of 3.0m.</li> <li>• Secondary Street: Building mass to be set back a minimum of 3.0m.</li> <li>• A nil setback to side and rear boundaries shall be permitted, in accordance with the Building Code of Australia.</li> </ul>

#### **Building Height:**

##### Precinct A:

- Height of a building shall not exceed five (5) storeys.

##### Precincts B and C:

- Height of a building shall not exceed three (3) storeys.



For the purposes of calculating building height, a storey shall not include (a) a basement or a semi-basement that does not protrude any further than 1.5 metres above ground level, and (b) any roof plant structures.

**Plot Ratio (Precincts A, B and C):**

- Plot ratio requirements of the Scheme are not applicable.

**Site Coverage (Precincts A, B and C):**

- ~~60% maximum site coverage.~~
- ~~There are no site coverage limitations.~~

**Landscaping:**

Precinct A

- ~~A minimum of 2% of the total area is to be allocated for landscaping purposes.~~

Precincts A, B & C

- A minimum of 5% of the total lot area is to be allocated for landscaping purposes, which includes a minimum 2.0m wide landscaping strip provided along the street frontage ~~and a minimum 1.5m landscaping strip to be provided along each side boundary between the building line and primary street boundary.~~
- One tree (minimum 100 litre pot size) shall be planted for every 20m of lot frontage within the 2.0m wide landscape strip. The tree species shall be subject to the satisfaction of the City of Bayswater.

Precinct C

- Localised stormwater disposal via soakage shall not occur within this precinct. Lot connection pits will be provided to discharge all runoff to the road drainage network.
- Soakwells are not permitted.
- No planting other than non-irrigated trees shall occur. Areas not used for carparking are to be treated with gravel or an alternative impermeable hard or paved surface.
- Groundwater extraction is prohibited.

**Fencing (Precincts A, B and C):**

- ~~No fencing is permitted between the street and the building line.~~

All fencing proposed as part of the development shall be designed and constructed in accordance with the following:

- **Front Fencing (Primary and Secondary Streets):**  
Fencing located between the front lot boundary up to the building line is to be black powder coated Garrison or Palisade fencing to a maximum height of 1800mm.
- **Behind Building Setback Line:**  
Behind the setback line fencing is to have a minimum standard of 1800mm rail-less chain link or steel mesh incorporating black coloured PVC coating with black gates, posts and fittings. Security fencing is permitted behind the building line on side and rear boundaries to primary and secondary street frontages. Security fencing cannot protrude in front of any office component.  
Barbed wire must not be installed forward of the building line.

**Built Form:****Precinct A**

- ~~Buildings shall include an awning overhanging the footpath with a minimum height above ground level of 3.0m and minimum width of 2.0m.~~
- ~~Feature elements are required, including variations to colours and building materials.~~
- ~~Buildings fronting onto two streets are to exhibit a consistent quality of treatment for each street facade. The inclusion of unique architectural features are encouraged.~~
- ~~Building design to reflect the use of the building.~~
- ~~A predominant use of glass is to be used along the frontage of Railway Parade and Vincent Street at ground level.~~
- ~~Large areas of prefabricated concrete panels for external wall systems, i.e. 'tilt up' will not be accepted unless detailed with expressed joints with a rendered and painted finish, or clad to the satisfaction of the City of Bayswater.~~
- ~~Building form shall use architectural features to establish visually distinct pedestrian access points. This includes the provision of legible pedestrian access points from the rear car parking areas to the rear entrance points of the building and distinctive entry doors and canopies to the street elevations.~~
- ~~Buildings shall address the rear parking area ensuring a sense of casual surveillance, and shall provide well lit and clearly visible pedestrian entries to all buildings.~~

**Precinct A, B & C**

- The buildings shall be designed to address the street, providing a well articulated administration/office area at the front of the main building which will contribute to the streetscape.
- The main entrance is to be on the front elevation or close to the front of the building, being clearly visible from the street.
- The primary street facade shall avoid large unbroken expanses of wall.
- Ancillary structures or additions to the original development shall integrate similar design attributes originally utilised on the main structure including colour, form and materials.
- Building frontages are to be designed to promote surveillance of the street and/or public open space.

**Precinct A only**

- Feature elements are required, including variations to colours and building materials.
- Buildings fronting onto two streets are to exhibit a consistent quality of treatment for each street facade. The inclusion of unique architectural features are encouraged.
- Building form shall use architectural features to establish visually distinct pedestrian access points. This includes the provision of legible pedestrian access points from the rear car parking areas to the rear entrance points of the building and distinctive entry doors and canopies to the street elevations.

**Access (Precincts A, B and C):**

- Loading areas shall not interfere with on-site parking and manoeuvring.
- The site layout shall enable vehicles to exit the site in a forward motion.

**Car Parking (Precincts A, B and C):**

- The car park area is to consist of a sealed finish such as asphalt, paving material or concrete.
- Trees are to be planted within uncovered car parking areas at the rate of 1 per 6 car parking spaces. There are to be no more than 6 adjoining car bays without the area being punctuated by a tree.
- The number of car parking bays provided on-site are to be in accordance with the following ratios:

<b>Car Parking Requirements</b>	
<b>Land Use</b>	<b>Proposed SCA 10 Requirements</b>
Office*	1 bay per 30sqm GLA



Warehouse	1 bay per 100sqm GLA
Workshop / Factory	1 bay per 75sqm GLA
* Where a development includes office as an ancillary use, the car parking for that component is calculated at the Warehouse land use rate of 1 bay per 100sqm for the first 10% of GLA of the ancillary use.	
<ul style="list-style-type: none"> <li>Tandem parking bays shall be accepted where the two bays are provided for the use of a single tenancy and are utilised by staff on-site.</li> </ul>	
<b><u>On Street Parking</u></b>	
<ul style="list-style-type: none"> <li>Car bays shall be provided along a single side of the road reserve, with clearances being incorporated in advance of intersections. Line markings shall be undertaken after crossovers are installed to delineate bays.</li> </ul>	
<b><u>End of Trip Facilities</u></b>	
<ul style="list-style-type: none"> <li>Local government may require the provision of bicycle parking and end of trip facilities such as showers, change rooms and lockers in commercial and industrial developments.</li> </ul>	
<b><u>Water and Energy Management (Precincts A, B and C):</u></b>	
<ul style="list-style-type: none"> <li>Buildings are to use water sensitive design strategies to manage stormwater and wastewater.</li> <li>Energy efficiency for building design to be in accordance with Council's local planning policy on the matter.</li> </ul>	

**Attachment 2 - Officer Proposed Scheme Amendment****SPECIAL CONTROL AREA (SCA) 10:**

Corner of Tonkin Highway and Railway Parade, Bayswater.

**Site Particulars:**

Lot 10, No 2 - 4 Railway Parade, Bayswater

**Description:**

SCA No. 10 is bound by Tonkin Highway to the west, Railway Parade to the south, Vincent Street and the rear boundaries of Lots 55, 59, 60, 61, 102, 103, 104, 301 and 302 Clune Street to the east.

**Provisions****Purpose:**

To facilitate the redevelopment of Lot 10 Railway Parade, Bayswater site into a quality industrial/commercial estate, guiding development form and land use in a manner which articulates a high level of amenity whilst achieving well designed, functional and efficient buildings.

The site is divided into 3 precincts which are described as:

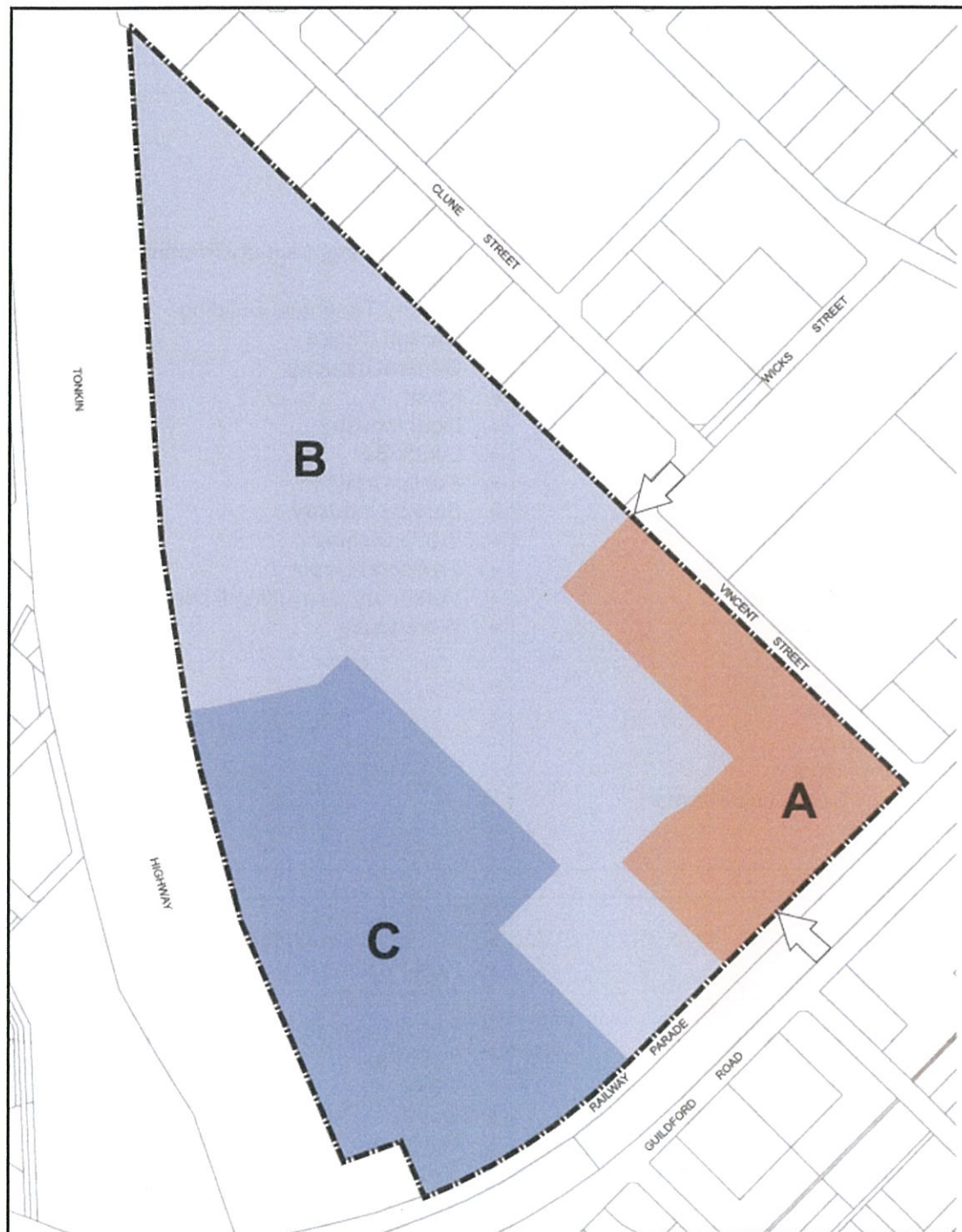
Precinct A - To comprise commercial land uses and selected compatible industrial uses that will not cause injury to or adversely affect the amenity of the commercial precinct.

Precinct B - To comprise industrial land uses (except those which are considered undesirable for reasons of noise, odour or atmospheric emissions).

Precinct C – To comprise industrial land uses, where site development will need to meet mandatory landscaping and drainage infiltration requirements. All stormwater runoff will be collected and shall not be permitted to soak into the ground at source due to existing residual cinders located in the south western part of the site.

Section 70A notifications will be placed on Titles of lots located within Precincts A, B and C to ensure landowners are aware of the environmental constraints of the site and the applicable design guidelines.

## Development Precincts



**Land Uses:**

Notwithstanding uses listed within Table No. 1 – Zoning Table of the Scheme, the following uses shall prevail within SCA No.10:

<b>Permitted Uses:</b>	
<b><u>Precinct A</u></b> <ul style="list-style-type: none"> <li>• Automotive Repairs</li> <li>• Automotive &amp; Marine Sales &amp; Repairs</li> <li>• Convenience Store</li> <li>• Consulting Rooms (Medical)</li> <li>• Car Park</li> <li>• Car Wash</li> <li>• Dry Cleaning/ Laundry Premises</li> <li>• Factory ***#</li> <li>• Factory Tenement Building ***#</li> <li>• Garden Centre</li> <li>• Kiosk</li> <li>• Lunch Bar</li> <li>• Health Studio</li> <li>• Light Industry #</li> <li>• Liquor Store - Large</li> <li>• Liquor Store - Small</li> <li>• Medical Centre</li> <li>• Office</li> <li>• Public Utility**</li> <li>• Restaurant</li> <li>• Service Industry</li> <li>• Trade Display</li> <li>• Transport Depot</li> <li>• Veterinary Consulting Rooms</li> <li>• Warehouse</li> </ul>	<b><u>Precincts B and C</u></b> <ul style="list-style-type: none"> <li>• Automotive Repairs</li> <li>• Builders Yard</li> <li>• Car Park</li> <li>• Car Wash</li> <li>• Dry Cleaning/ Laundry Premises</li> <li>• Factory</li> <li>• Factory Tenement Building</li> <li>• Garden Centre</li> <li>• General Industry</li> <li>• Kiosk</li> <li>• Light Industry</li> <li>• Lunch Bar</li> <li>• Public Utility**</li> <li>• Service Industry</li> <li>• Trade Display</li> <li>• Transport Depot</li> <li>• Veterinary Consulting Rooms</li> <li>• Warehouse</li> </ul>
<b>Discretionary Uses:</b>	
<b><u>Precinct A</u></b> <ul style="list-style-type: none"> <li>• Amusement Parlour</li> <li>• Betting Agency</li> <li>• Cinema/Theatre</li> <li>• Civic Buildings</li> <li>• Club Premises</li> <li>• Corner Store</li> <li>• Educational Establishment</li> <li>• Fast Food Outlet</li> <li>• Funeral Parlour</li> <li>• General Industry ***#</li> <li>• Hire Service (Non-Industrial) #</li> <li>• Infant Health Clinic</li> <li>• Industry ***#</li> <li>• Occasional Uses</li> <li>• Open Air Display #</li> <li>• Public Amusement</li> <li>• Radio and Television Installations</li> <li>• Radio Equipment</li> <li>• Recreation Facility (Private &amp; Public)</li> </ul>	<b><u>Precincts B and C</u></b> <ul style="list-style-type: none"> <li>• Automotive &amp; Marine Sales &amp; Repairs</li> <li>• Fast Food Outlet</li> <li>• Funeral Parlour</li> <li>• Hire Service (Industrial)</li> <li>• Industry</li> <li>• Office</li> <li>• Open Air Display</li> <li>• Radio and Television Installations</li> <li>• Showroom</li> <li>• Showroom/Warehouse</li> <li>• Storage Yard</li> </ul>

<ul style="list-style-type: none"> <li>• Shop*</li> <li>• Showroom</li> <li>• Showroom/Warehouse</li> <li>• Storage Yard #</li> <li>• Tavern</li> <li>• Veterinary Hospital</li> </ul>	
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\*The Gross Leasable Area (GLA) floor space for a 'Shop' use shall be limited to 500m<sup>2</sup> per tenancy within Precinct A, and a cumulative floor space of no greater than 1500m<sup>2</sup> Net Lettable Area (NLA) for the whole of Precinct A.

\*\*Land use includes compensating basins which are subject to Water Corporation's agreed specifications.

\*\*\* *Uses shall be limited to those considered appropriate, by the City of Bayswater, for a transitional buffer between industrial and commercial precincts, however the following uses are not permitted:*

- *Abattoir;*
- *Concrete batching plant;*
- *Builders yard;*
- *Transport depot;*
- *Noxious;*
- *Extractive;*
- *Asphalt manufacturing;*
- *Chemical manufacturing;*
- *Compost manufacturing;*
- *Crushing of building material;*
- *Dog kennels;*
- *Wrecking yard;*
- *Dry-cleaners;*
- *Pesticides manufacturing;*
- *Incineration;*
- *Industrial gas production;*
- *Fuel loading;*
- *Fuel storage;*
- *Service stations;*
- *Poultry storage;*
- *Wreckers (automotive);*
- *Transport vehicles depot;*
- *Used tyre storage; and*
- *Waste disposal.*

# Within Precinct A a high degree of landscaping amenity is to be provided with appropriate screening of transition industrial uses from the street, to the satisfaction of the City of Bayswater.

<b><u>Uses Not Permitted:</u></b>	<b><u>Uses Not Permitted unless by giving Special Notice ('A' Use):</u></b>
<u>Precincts A, B and C</u> <ul style="list-style-type: none"> <li>Automotive Wrecking</li> <li>Extractive Industry</li> <li>Fuel Depot</li> <li>Noxious Industry</li> </ul> <u>Precinct A only</u> <ul style="list-style-type: none"> <li>Builders Yard</li> </ul>	<u>Precincts A, B and C</u> <ul style="list-style-type: none"> <li>Service Station</li> </ul>
<b><u>Development Requirements:</u></b>	
<b><u>Building Setbacks:</u></b>	
<u>Precincts A, B and C</u> <ul style="list-style-type: none"> <li>Primary Street: Buildings to be setback a minimum of 3.0m.</li> <li>Secondary Street: Building mass to be set back a minimum of 3.0m.</li> <li>A nil setback to side and rear boundaries shall be permitted, in accordance with the Building Code of Australia.</li> </ul>	

**Building Height:**Precinct A:

- Height of a building shall not exceed five (5) storeys.

Precincts B and C:

- Height of a building shall not exceed three (3) storeys.

For the purposes of calculating building height, a storey shall not include (a) a basement or a semi-basement that does not protrude any further than 1.5 metres above ground level, and (b) any roof plant structures.

**Plot Ratio (Precincts A, B and C):**

- Plot ratio requirements of the Scheme are not applicable.

**Site Coverage (Precincts A, B and C):**

- There are no site coverage limitations.

**Landscaping:**Precincts A, B and C

- A minimum of 5% of the total lot area is to be allocated for landscaping purposes, which includes a minimum 2.0m wide landscaping strip provided along the street frontage.
- One tree (minimum 100 litre pot size) shall be planted for every 20m of lot frontage within the 2.0m wide landscape strip. The tree species shall be subject to the satisfaction of the City of Bayswater.

Precinct C only

- Localised stormwater disposal via soakage shall not occur within this precinct. Lot connection pits will be provided to discharge all runoff to the road drainage network.
- Soakwells are not permitted.
- No planting other than non-irrigated trees shall occur. Areas not used for carparking are to be treated with gravel or an alternative impermeable hard or paved surface.
- Groundwater extraction is prohibited.

**Fencing (Precincts A, B and C):**

All fencing proposed as part of the development shall be designed and constructed in accordance with the following:

- Front Fencing (Primary and Secondary Streets):  
Fencing located between the front lot boundary up to the building line is to be black powder coated Garrison or Palisade fencing to a maximum height of 1800mm.

- **Behind Building Setback Line:**  
Behind the setback line fencing is to have a minimum standard of 1800mm rail-less chain link or steel mesh incorporating black coloured PVC coating with black gates, posts and fittings. Security fencing is permitted behind the building line on side and rear boundaries to primary and secondary street frontages. Security fencing cannot protrude in front of any office component.  
Barbed wire must not be installed forward of the building line.

**Built Form:****Precincts A, B and C**

- The buildings shall be designed to address the street, providing a well articulated administration/office area at the front of the main building which will contribute to the streetscape.
- The main entrance is to be on the front elevation or close to the front of the building, being clearly visible from the street.
- The primary street facade shall avoid large unbroken expanses of wall.
- Ancillary structures or additions to the original development shall integrate similar design attributes originally utilised on the main structure including colour, form and materials.
- Building frontages are to be designed to promote surveillance of the street and/or public open space.

**Precinct A only**

- Feature elements are required, including variations to colours and building materials.
- Buildings fronting onto two streets are to exhibit a consistent quality of treatment for each street façade. The inclusion of unique architectural features are encouraged.
- Building form shall use architectural features to establish visually distinct pedestrian access points. This includes the provision of legible pedestrian access points from the rear car parking areas to the rear entrance points of the building and distinctive entry doors and canopies to the street elevations.
- Building frontages are to be designed, including with the use of glass where practical, to promote surveillance of the street and/or public open space.
- Large areas of prefabricated concrete panels for external wall systems, i.e. 'tilt-up' are to be detailed with expressed joints with a rendered and painted finish, or clad to the satisfaction of the City of Bayswater.

**Access (Precincts A, B and C):**

- Loading areas shall not interfere with on-site parking and manoeuvring.
- The site layout shall enable vehicles to exit the site in a forward motion.

**Car Parking (Precincts A, B and C):**

- The car park area is to consist of a sealed finish such as asphalt, paving material or concrete.
- Trees are to be planted within uncovered car parking areas at the rate of 1 per 6 car parking spaces. There are to be no more than 6 adjoining car bays without the area being punctuated by a tree.
- The minimum number of car parking bays provided on-site are to be in accordance with the following ratios:

<b>Car Parking Requirements</b>	
<b>Land Use</b>	<b>Proposed SCA 10 Requirements</b>
Office*	1 bay per 30sqm GLA
Warehouse	1 bay per 100sqm GLA
Workshop / Factory	1 bay per 75sqm GLA
* Where a development includes office as an ancillary use, the car parking for that component is calculated at the Warehouse land use rate of 1 bay per 100sqm for the first 10% of GLA of the ancillary use.	

- Tandem parking bays shall be accepted where the two bays are provided for the use of a single tenancy and are utilised by staff on-site.

**End of Trip Facilities**

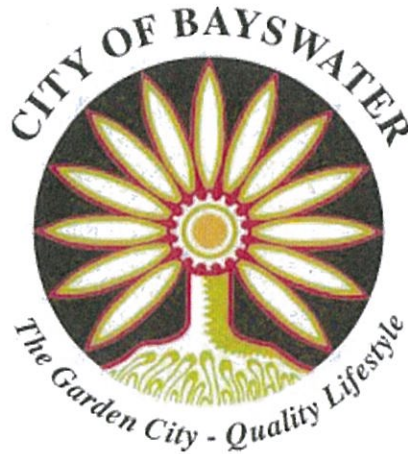
- Local government may require the provision of bicycle parking and end of trip facilities such as showers, change rooms and lockers in commercial and industrial developments.

**Water and Energy Management (Precincts A, B and C):**

- Buildings are to use water sensitive design strategies to manage stormwater and wastewater.
- Energy efficiency for building design to be in accordance with Council's local planning policy on the matter.



# **ATTACHMENT NO. 3E**



**City of Bayswater**  
**District Planning Scheme No. 24**

**Amendment No. 71**

*Amendment to the development and land use provisions of Special Control Area 10*

*Lot 10 Railway Parade, Bayswater*

## Internal Document Control

717-043

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Prepared By TPG + PlaceMatch

Proposed Scheme Amendment – Lot 10 Railway Parade, Bayswater  
Version 9

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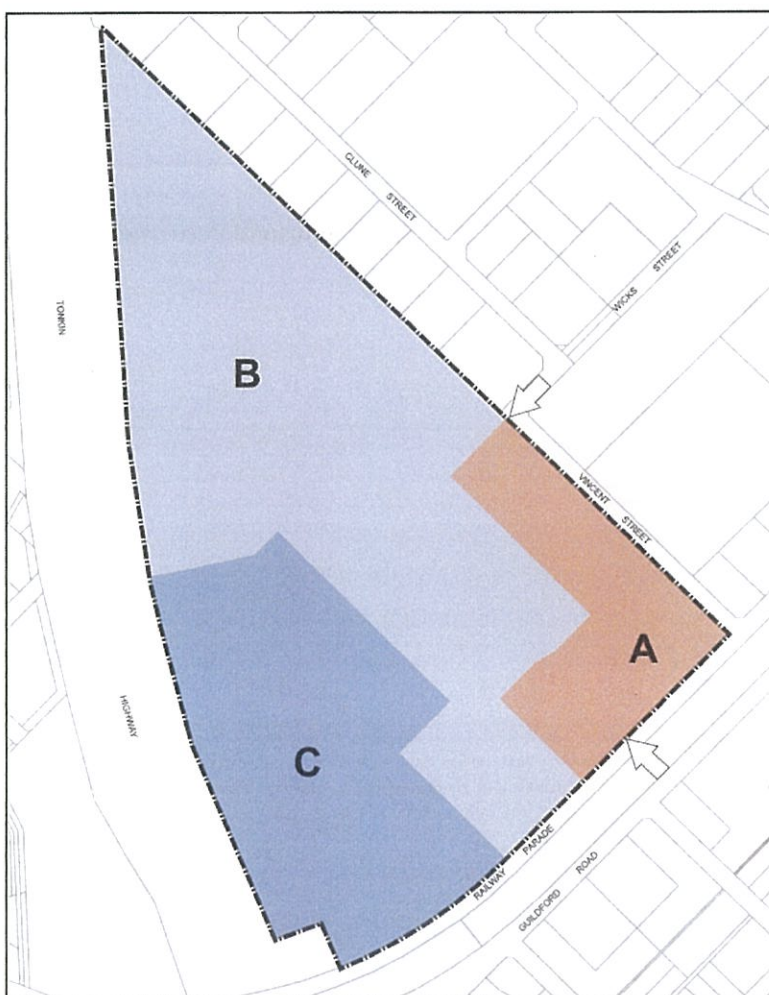
# **Planning and Development Act 2005**

## **RESOLUTION TO PREPARE AMENDMENT TO LOCAL PLANNING SCHEME**

### ***City of Bayswater Town Planning Scheme No. 24 [Amendment Number 71]***

**Resolved that the Local Government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:**

- 1.1 Modifying the Precinct Boundaries plan contained within Special Control Area No.10 by adjusting the common boundary between Precinct A and Precinct B.



1.2 Modifying the existing Land Use and Development Requirements provisions which apply to Precincts A, B and C of Special Control Area No.10 under Appendix 10 of the Scheme and replace with the following:

**SPECIAL CONTROL AREA (SCA) 10:**

Corner of Tonkin Highway and Railway Parade, Bayswater.

**Site Particulars:**

Lot 10, No 2 - 4 Railway Parade, Bayswater

**Description:**

SCA No. 10 is bound by Tonkin Highway to the west, Railway Parade to the south, Vincent Street and the rear boundaries of Lots 55, 59, 60, 61, 102, 103, 104, 301 and 302 Clune Street to the east.

**Provisions**

**Purpose:**

To facilitate the redevelopment of Lot 10 Railway Parade, Bayswater site into a quality industrial/commercial estate, guiding development form and land use in a manner which articulates a high level of amenity whilst achieving well designed, functional and efficient buildings.

The site is divided into 3 precincts which are described as:

Precinct A - To comprise commercial land uses and selected compatible industrial uses that will not cause injury to or adversely affect the amenity of the commercial precinct.

Precinct B - To comprise industrial land uses (except those which are considered undesirable for reasons of noise, odour or atmospheric emissions).

Precinct C - To comprise industrial land uses, where site development will need to meet mandatory landscaping and drainage infiltration requirements. All stormwater runoff will be collected and shall not be permitted to soak into the ground at source due to existing residual cinders located in the south western part of the site.

Section 70A notifications will be placed on Titles of lots located within Precincts A, B and C to ensure landowners are aware of the environmental constraints of the site and the applicable design guidelines.

**Land Uses:**

Notwithstanding uses listed within Table No. 1 – Zoning Table of the Scheme, the following uses shall prevail within SCA No. 10:

<b>Permitted Uses:</b>	
<b><u>Precinct A</u></b> <ul style="list-style-type: none"> <li>• Automotive Repairs</li> <li>• Automotive &amp; Marine Sales &amp; Repairs</li> <li>• Convenience Store</li> <li>• Consulting Rooms (Medical)</li> <li>• Car Park</li> <li>• Car Wash</li> <li>• Dry Cleaning/ Laundry Premises</li> <li>• Factory ***#</li> <li>• Factory Tenement Building ***#</li> <li>• Garden Centre</li> <li>• Kiosk</li> <li>• Lunch Bar</li> <li>• Health Studio</li> <li>• Light Industry #</li> <li>• Liquor Store - Large</li> <li>• Liquor Store - Small</li> <li>• Medical Centre</li> <li>• Office</li> <li>• Public Utility**</li> <li>• Restaurant</li> <li>• Service Industry</li> <li>• Trade Display</li> <li>• Transport Depot</li> <li>• Veterinary Consulting Rooms</li> <li>• Warehouse</li> </ul>	<b><u>Precincts B and C</u></b> <ul style="list-style-type: none"> <li>• Automotive Repairs</li> <li>• Builders Yard</li> <li>• Car Park</li> <li>• Car Wash</li> <li>• Dry Cleaning/ Laundry Premises</li> <li>• Factory</li> <li>• Factory Tenement Building</li> <li>• Garden Centre</li> <li>• General Industry</li> <li>• Kiosk</li> <li>• Light Industry</li> <li>• Lunch Bar</li> <li>• Public Utility**</li> <li>• Service Industry</li> <li>• Trade Display</li> <li>• Transport Depot</li> <li>• Veterinary Consulting Rooms</li> <li>• Warehouse</li> </ul>

**Discretionary Uses:****Precinct A**

- Amusement Parlour
- Betting Agency
- Cinema/Theatre
- Civic Buildings
- Club Premises
- Corner Store
- Educational Establishment
- Fast Food Outlet
- Funeral Parlour
- General Industry \*\*\*#
- Hire Service (Non-Industrial) #
- Infant Health Clinic
- Industry \*\*\*#
- Occasional Uses
- Open Air Display #
- Public Amusement
- Radio and Television Installations
- Radio Equipment
- Recreation Facility (Private & Public)
- Shop\*
- Showroom
- Showroom/Warehouse
- Storage Yard #
- Tavern
- Veterinary Hospital

**Precincts B and C**

- Automotive & Marine Sales & Repairs
- Fast Food Outlet
- Funeral Parlour
- Hire Service (Industrial)
- Industry
- Office
- Open Air Display
- Radio and Television Installations
- Showroom
- Showroom/Warehouse
- Storage Yard

\* The Gross Leasable Area (GLA) floor space for a 'Shop' use shall be limited to 500m<sup>2</sup> per tenancy within Precinct A, and a cumulative floor space of no greater than 1500m<sup>2</sup> Net Lettable Area (NLA) for the whole of Precinct A.

\*\* Land use includes compensating basins which are subject to Water Corporation's agreed specifications.

\*\*\* Uses shall be limited to those considered appropriate, by the City of Bayswater, for a transitional buffer between industrial and commercial precincts, however the following uses are not permitted:

- Abattoir;
- Concrete batching plant;
- Builders yard;
- Transport depot;
- Noxious;
- Extractive;
- Asphalt manufacturing;
- Chemical manufacturing;
- Compost manufacturing;
- Crushing of building material;



- Dog kennels;
- Wrecking yard;
- Dry-cleaners;
- Pesticides manufacturing;
- Incineration;
- Industrial gas production;
- Fuel loading;
- Fuel storage;
- Service stations;
- Poultry storage;
- Wreckers (automotive);
- Transport vehicles depot;
- Used tyre storage; and
- Waste disposal.

# Within Precinct A a high degree of landscaping amenity is to be provided with appropriate screening of transition industrial uses from the street, to the satisfaction of the City of Bayswater.

<b><u>Uses Not Permitted:</u></b>	<b><u>Uses Not Permitted unless by giving Special Notice ('A' Use):</u></b>
<b><u>Precincts A, B and C</u></b> <ul style="list-style-type: none"> <li>• Automotive Wrecking</li> <li>• Extractive Industry</li> <li>• Fuel Depot</li> <li>• Noxious Industry</li> </ul> <b><u>Precinct A only</u></b> <ul style="list-style-type: none"> <li>• Builders Yard</li> </ul>	<b><u>Precincts A, B and C</u></b> <ul style="list-style-type: none"> <li>• Service Station</li> </ul>
<b>Development Requirements:</b>	
<b>Building Setbacks:</b>	
<b><u>Precincts A, B and C</u></b> <ul style="list-style-type: none"> <li>• Primary Street: Buildings to be setback a minimum of 3.0m.</li> <li>• Secondary Street: Building mass to be set back a minimum of 3.0m.</li> <li>• A nil setback to side and rear boundaries shall be permitted, in accordance with the Building Code of Australia.</li> </ul>	
<b>Building Height:</b> <b><u>Precinct A:</u></b> <ul style="list-style-type: none"> <li>• Height of a building shall not exceed five (5) storeys.</li> </ul> <b><u>Precincts B and C:</u></b> <ul style="list-style-type: none"> <li>• Height of a building shall not exceed three (3) storeys.</li> </ul> <p>For the purposes of calculating building height, a storey shall not include (a) a basement or a semi-basement that does not protrude any further than 1.5 metres above ground level, and (b) any roof plant structures.</p>	

**Plot Ratio (Precincts A, B and C):**

- Plot ratio requirements of the Scheme are not applicable.

**Site Coverage (Precincts A, B and C):**

- There are no site coverage limitations.

**Landscaping:****Precincts A, B and C**

- A minimum of 5% of the total lot area is to be allocated for landscaping purposes, which includes a minimum 2.0m wide landscaping strip provided along the street frontage.
- One tree (minimum 50 litre pot size) shall be planted at an average of every 15m of lot frontage within the 2.0m wide landscape strip. The tree species shall be subject to the satisfaction of the City.

**Precinct C only**

- Localised stormwater disposal via soakage shall not occur within this precinct. Lot connection pits will be provided to discharge all runoff to the road drainage network.
- Soakwells are not permitted.
- No planting other than non-irrigated trees shall occur. Areas not used for carparking are to be treated with gravel or an alternative impermeable hard or paved surface.
- Groundwater extraction is prohibited.

**Fencing (Precincts A, B and C):**

All fencing proposed as part of the development shall be designed and constructed in accordance with the following:

- **Front Fencing (Primary and Secondary Streets):**

Fencing located between the front lot boundary up to the building line is to be black powder coated Garrison or Palisade fencing to a maximum height of 1800mm.

- **Behind Building Setback Line:**

Behind the setback line fencing is to have a minimum standard of 1800mm rail-less chain link or steel mesh incorporating black coloured PVC coating with black gates, posts and fittings. Security fencing is permitted behind the building line on side and rear boundaries to primary and secondary street frontages. Security fencing cannot protrude in front of any office component.

Barbed wire must not be installed forward of the building line.

## **Built Form:**

### **Precincts A, B and C**

- The buildings shall be designed to address the street, providing a well articulated administration/office area at the front of the main building which will contribute to the streetscape.
- The main entrance is to be on the front elevation or close to the front of the building, being clearly visible from the street.
- The primary street facade shall avoid large unbroken expanses of wall.
- Ancillary structures or additions to the original development shall integrate similar design attributes originally utilised on the main structure including colour, form and materials.
- Building frontages are to be designed to promote surveillance of the street and/or public open space.

### **Precinct A only**

- Feature elements are required, including variations to colours and building materials.
- Buildings fronting onto two streets are to exhibit a consistent quality of treatment for each street façade. The inclusion of unique architectural features are encouraged.
- Building form shall use architectural features to establish visually distinct pedestrian access points. This includes the provision of legible pedestrian access points from the rear car parking areas to the rear entrance points of the building and distinctive entry doors and canopies to the street elevations.
- Building frontages are to be designed, including with the use of glass where practical, to promote surveillance of the street and/or public open space.
- Large areas of prefabricated concrete panels for external wall systems, i.e. 'tilt-up' are to be detailed with expressed joints with a rendered and painted finish, or clad to the satisfaction of the City of Bayswater.

### **Access (Precincts A, B and C):**

- Loading areas shall not interfere with on-site parking and manoeuvring.
- The site layout shall enable vehicles to exit the site in a forward motion.

### **Car Parking (Precincts A, B and C):**

- The car park area is to consist of a sealed finish such as asphalt, paving material or concrete.
- Trees are to be planted within uncovered car parking areas at the rate of 1 per 6 car parking spaces. There are to be no more than 6 adjoining car bays without the area being punctuated by a tree.
- The minimum number of car parking bays provided on-site are to be in accordance with the following ratios:

<b>Car Parking Requirements</b>	
<b>Land Use</b>	<b>Proposed SCA 10 Requirements</b>
Office*	1 bay per 30sqm GLA
Warehouse	1 bay per 100sqm GLA
Workshop / Factory	1 bay per 75sqm GLA
* Where a development includes office as an ancillary use, the car parking for that component is calculated at the Warehouse land use rate of 1 bay per 100sqm for the first 10% of GLA of the ancillary use.	

- Tandem parking bays shall be accepted where the two bays are provided for the use of a single tenancy and are utilised by staff on-site.

**End of Trip Facilities**

- Local government may require the provision of bicycle parking and end of trip facilities such as showers, change rooms and lockers in commercial and industrial developments.

**Water and Energy Management (Precincts A, B and C):**

- Buildings are to use water sensitive design strategies to manage stormwater and wastewater.
- Energy efficiency for building design to be in accordance with Council's local planning policy on the matter.

**The amendment is standard under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*.**

- (a) The amendment does not result in any significant environmental, social, economic or governance impacts on land in the scheme area.
- (b) The amendment is not a complex or basic amendment.

**Dated this 24<sup>th</sup> day of January 2017**



**(Acting Chief Executive Officer)**

### 1.0 INTRODUCTION

This report has been prepared by TPG Place Match (TPG) to support a request to Council to initiate a Scheme Amendment to modify the provisions of 'Special Control Area 10' (SCA 10) under the *City of Bayswater District Town Planning Scheme No. 24* (the 'Scheme').

#### 1.1 Purpose of Amendment

The purpose of the proposed amendment is to seek the City of Bayswater's adoption (initiation) of Amendment No. 71 to DPS24 to modify the provisions of Special Control Area 10 to facilitate the imminent development of the land for industrial purposes. The proposed modifications to Special Control Area 10 are critical to enable the development and activation of the site.

The existing land use and development provisions under Precinct A of SCA 10 were established in 2012 in order to achieve higher order commercial land uses along the south-eastern periphery of the site (along Railway Parade and the unmade Vincent Street road reserve). These existing provisions of Precinct A were incorporated as part of the Scheme to reflect the strategic aspirations of the *Ashfield Precinct Plan* (2010) which earmarked the potential relocation of the Ashfield Train Station in close proximity to the site. It was envisaged, at the time, that the relocation of the Train Station would drive more commercial land use outcomes on the periphery of the Site, particularly along Railway Parade. The assumptions made as part of the Ashfield Station Precinct Plan in relation to the relocation of the train station are no longer relevant to the Site. There has been a recent shift in focus from the Ashfield Train Station to the Bayswater Train Station upgrades which form part of the broader Forrestfield Airport Link project. This requires the reconsideration of Precinct A's purpose now that the originally intended relocation of the Ashfield Train Station is no longer occurring.

In this context, a pragmatic land use approach is required to facilitate the development of Lot 10 Railway Parade into a quality industrial estate. To achieve this, the proposed Scheme Amendment seeks to build upon the existing land use provisions of SCA 10, providing for a broader range of land use opportunities. This shall provide the required land use flexibility which is critical to ensure the development and activation of the site occurs immediately.

#### 1.2 Amendment Type

The amendment is a standard amendment pursuant to Regulation 34(f) of the Regulations as the proposal is considered to be an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area.

### 1.3 Proposal

The proposals are numbered sequentially with specific details of each proposal outlined and considered in this report.

Proposal 1
<p>Rationalise the existing SCA 10 precinct boundaries by modifying the common boundary between Precinct A and Precinct B to better align with the proposed lot cadastre and road layout for future industrial and commercial development.</p> <p><b><i>Refer to Figure 1: Proposed Precinct Boundary Changes</i></b></p>
Explanation
<p>The existing Precinct A boundary does not align with the proposed subdivision layout of the Site. This results in a mismatch of the boundaries of Precincts A and B over the proposed lot cadastre, where in some cases, some proposed lots are split by the two Precincts. If not resolved, this would result in the undesirable outcome of each portion of a lot being subject to the different land use provisions of each Precinct. A pragmatic approach is therefore required in order to resolve the Precinct boundary alignments.</p>

### **A3 Figure 1: Proposed Precinct Boundary Changes**

## Proposal 2

Modify the land use provisions within Precinct A to include the additional land uses as identified in the following table:

Precinct A	
Permitted Uses	Discretionary Uses:
<ul style="list-style-type: none"> <li>• Convenience Store</li> <li>• Consulting Rooms (Medical)</li> <li>• Car Park</li> <li>• Car Wash</li> <li>• Dry cleaning/Laundry Premises</li> <li>• Kiosk</li> <li>• Liquor Store -Small</li> <li>• Liquor Store - Large</li> <li>• Lunch Bar</li> <li>• Health Studio</li> <li>• Medical Centre</li> <li>• Office</li> <li>• Public Utility**</li> <li>• Restaurant</li> <li>• Service Industry</li> <li>• Veterinary Consulting Rooms</li> </ul>	<ul style="list-style-type: none"> <li>• Amusement Parlour</li> <li>• Betting Agency</li> <li>• Cinema/Theatre</li> <li>• Civic Buildings</li> <li>• Club Premises</li> <li>• Corner Store</li> <li>• Educational Establishment</li> <li>• Fast Food Outlet</li> <li>• Garden Centre</li> <li>• Hire Service (Non-Industrial) #</li> <li>• Infant Health Clinic</li> <li>• Occasional Uses</li> <li>• Public Amusement</li> <li>• Radio Equipment</li> <li>• Recreation Facility (Private &amp; Public)</li> <li>• Shop*</li> <li>• Tavern</li> <li>• Veterinary Hospital</li> </ul>
<p><u>(Proposed Additional Land Uses):</u></p> <ul style="list-style-type: none"> <li>• Automotive Repairs</li> <li>• Automotive &amp; Marine Sales &amp; Repairs</li> <li>• Factory***#</li> <li>• Factory Tenement Building***#</li> <li>• Garden Centre</li> <li>• Light Industry #</li> <li>• Trade Display</li> <li>• Transport Depot</li> <li>• Warehouse</li> </ul>	<p><u>(Proposed Additional Land Uses):</u></p> <ul style="list-style-type: none"> <li>• Funeral Parlour</li> <li>• General Industry***#</li> <li>• Hire Service (Industrial) #</li> <li>• Industry ***#</li> <li>• Open Air Display#</li> <li>• Radio and Television Installations</li> <li>• Showroom</li> <li>• Showroom/Warehouse</li> <li>• Storage Yard#</li> </ul>

\* The Gross Leasable Area (GLA) floor space for a 'Shop' use shall be limited to 500m<sup>2</sup> per tenancy within Precinct A, and a cumulative floor space of no greater than 1500m<sup>2</sup> Net Lettable Area (NLA) for the whole of Precinct A.

\*\* Land use includes compensating basins which are subject to Water Corporation's agreed specifications.



\*\*\* Uses shall be limited to those considered appropriate, by the City of Bayswater, for a transitional buffer between industrial and commercial precincts, however the following uses are not permitted:

- Abattoir;
- Concrete batching plant;
- Builders yard;
- Transport depot;
- Noxious;
- Extractive;
- Asphalt manufacturing;
- Chemical manufacturing;
- Compost manufacturing;
- Crushing of building material;
- Dog kennels;
- Wrecking yard;
- Dry-cleaners;
- Pesticides manufacturing;
- Incineration;
- Industrial gas production;
- Fuel loading;
- Fuel storage;
- Service stations;
- Poultry storage;
- Wreckers (automotive);
- Transport vehicles depot;
- Used tyre storage; and
- Waste disposal.

# Within Precinct A a high degree of landscaping amenity is to be provided with appropriate screening of transition industrial uses from the street, to the satisfaction of the City of Bayswater.

## Explanation

Purpose: to widen the scope of land uses that may be permitted in Precinct A.

The existing provisions of Precinct A were incorporated as part of the Scheme to reflect the strategic aspirations of the *Ashfield Precinct Plan* (2010) which earmarked the potential relocation of the Ashfield Train Station in close proximity to the site. The existing land use provisions for Precinct A were restricted to commercial uses on this basis.

The recent shift in focus from the Ashfield Train Station to the Bayswater Train Station upgrades as part of the Forrestfield Airport Link require the reconsideration of Precinct A's purpose from a strategic planning point of view, and the ability to deliver industrial and commercial land to the market in the absence of the Ashfield Train Station being relocated. This relocation is no longer going to occur. In this context, it is evident that the current planning framework needs to be refined to foster the development of Precinct A for a broader range of industrial land uses.

The purpose of this amendment request is to widen the scope of land uses that can be permitted by the City within Precinct A in order to better respond to market needs. This shall enable broader industrial land uses to now occur in this Precinct. Without these modifications, the Site may risk remaining dormant for an indefinite period. The proposed amendment incorporates the City's suggested modified land use table for Precinct A by restricting the permitted and discretionary land uses and by introducing two additional notes at the bottom of the table as follows:

*\*\*\* Uses shall be limited to those considered appropriate, by the City of Bayswater, for a transitional buffer between industrial and commercial precincts, however the following uses are not permitted:*

- *Abattoir;*
- *Concrete batching plant;*
- *Builders yard;*
- *Transport depot;*
- *Noxious;*
- *Extractive;*
- *Asphalt manufacturing;*
- *Chemical manufacturing;*
- *Compost manufacturing;*
- *Crushing of building material;*
- *Dog kennels;*
- *Wrecking yard;*
- *Dry-cleaners;*
- *Pesticides manufacturing;*
- *Incineration;*
- *Industrial gas production;*
- *Fuel loading;*
- *Fuel storage;*
- *Service stations;*
- *Poultry storage;*
- *Wreckers (automotive);*
- *Transport vehicles depot;*
- *Used tyre storage; and*
- *Waste disposal.*

*# Within Precinct A a high degree of landscaping amenity is to be provided with appropriate screening of transition industrial uses from the street, to the satisfaction of the City of Bayswater.*

Modify the land use provisions within Precincts B and C to include the land use 'Builders Yard' as a discretionary use, as identified in the following table:

Precincts B and C	
Permitted Uses	Discretionary Uses:
<ul style="list-style-type: none"> <li>• Automotive Repairs</li> <li>• Car Park</li> <li>• Car Wash</li> <li>• Dry Cleaning/Laundry Premises</li> <li>• Factory</li> <li>• Factory Tenement Building</li> <li>• Garden Centre</li> <li>• General Industry</li> <li>• Kiosk</li> <li>• Light Industry</li> <li>• Lunch Bar</li> <li>• Public Utility**</li> <li>• Service Industry</li> <li>• Trade Display</li> <li>• Transport Depot</li> <li>• Veterinary Consulting Rooms</li> <li>• Warehouse</li> </ul>	<ul style="list-style-type: none"> <li>• Automotive &amp; Marine Sales &amp; Repairs</li> <li>• Fast Food Outlet</li> <li>• Funeral Parlour</li> <li>• Hire Service (Industrial)</li> <li>• Industry</li> <li>• Office</li> <li>• Open Air Display</li> <li>• Radio and Television Installations</li> <li>• Showroom</li> <li>• Showroom/Warehouse</li> <li>• Storage Yard</li> </ul>
<p><u>(Proposed Additional Land Uses):</u></p> <ul style="list-style-type: none"> <li>• Builders Yard</li> </ul>	

#### Explanation

Purpose: Currently the land use 'Builders Yard' is not permitted in Precincts B and C. Historically the land use has been a permitted use under the 'General Industry' zone. The land use is considered appropriate as a permitted land use within Precincts B and C and should be reinstated.

Modifying the existing Development Requirements provisions which apply to Precincts A B and C, and replace with the following:

***Purpose –***

*To facilitate the redevelopment of Lot 10 Railway Parade, Bayswater site into a quality industrial/commercial estate, guiding development form and land use in a manner which articulates a high level of amenity whilst achieving well designed, functional and efficient buildings.*

*The site is divided into 3 precincts which are described as—*

*Precinct A— To comprise commercial land uses and selected compatible industrial uses that will not cause injury to or adversely affect the amenity of the commercial precinct.*

*Precinct B—To comprise industrial land uses (except those which are considered undesirable for reasons of noise, odour or atmospheric emissions).*

*Precinct C—To comprise industrial land uses, where site development will need to meet mandatory landscaping and drainage infiltration requirements. All stormwater runoff will be collected and shall not be permitted to soak into the ground at source due to existing residual cinders located in the south western part of the site.*

Section 70A notifications will be placed on Titles of lots located within Precincts A, B and C to ensure landowners are aware of the environmental constraints of the site.

***Precincts A, B & C***

***Building Setbacks:***

*Development is to be setback from lot boundaries in accordance with the following setback requirements in order to ensure an appropriate and consistent streetscape interface is achieved:*

- *Primary Street: buildings to be setback a minimum of 3.0m.*
- *Secondary Street: Building mass to be set back a minimum of 3.0m.*
- *A nil setback to side and rear boundaries shall be permitted, in accordance with the Building Code of Australia.*

***Building Height:***

- *For Precinct A the height of a building shall not exceed five (5) storeys.*
- *For Precincts B and C the height of a building shall not exceed three (3) storeys.*

*For the purposes of calculating building height, a storey shall not include (a) a basement or a semi-basement that does not protrude any further than 1.5 metres above ground level, and (b) any roof plant structures.*

**Plot Ratio:**

*Plot ratio requirements of the Scheme are not applicable.*

**Site Coverage:**

*There are no site coverage limitations.*

**Landscaping:**

*Landscaping within the lot shall be in accordance with the following requirements:*

- *A minimum of 5% of the total lot area is to be allocated for landscaping purposes, which includes a minimum 2.0m wide landscaping strip provided along the street frontage.*
- *One tree (minimum 50 litre pot size) shall be planted at an average of every 15m of lot frontage within the 2.0m wide landscape strip. The tree species shall be subject to the satisfaction of the City.*

**Precinct C only:**

- *Localised stormwater disposal via soakage shall not occur within this precinct. Lot connection pits will be provided to discharge all runoff to the road drainage network.*
- *Soakwells are not permitted.*
- *No planting other than non-irrigated trees shall occur. Areas not used for car parking are to be treated with gravel or an alternative impermeable hard or paved surface.*
- *Groundwater extraction is prohibited.*

**Fencing:**

*All fencing proposed as part of the development shall be designed and constructed in accordance with the following:*

- *Front Fencing (Primary and Secondary Streets):*

*All front fencing must be located on the front boundary and be black powder coated Garrison or Palisade fencing to a maximum height of 1800mm.*

- *Security Fencing:*

*Security fencing is permitted behind the building line on side and rear boundaries to primary and secondary street frontages. Security fencing cannot protrude in front of any office component. The standard for security fencing is 1800mm rail-less chain link or steel mesh*

*incorporating black coloured PVC coating with black gates, posts and fittings.*

*Barbed wire must not be installed forward of the building line.*

**Built Form:**

- *The buildings shall be designed to address the street, providing a well articulated administration/office area at the front of the main building which will contribute to the streetscape.*
- *The main entrance is to be on the front elevation or close to the front of the building, being clearly visible from the street.*
- *The primary street façade shall avoid large unbroken expanses of wall.*
- *Ancillary structures or additions to the original development shall integrate similar design attributes originally utilised on the main structure including colour, form and materials.*
- *Building frontages are to be designed to promote surveillance of the street and/or public open space.*

**Precinct A only:**

- *Feature elements are required, including variations to colours and building materials.*
- *Buildings fronting onto two streets are to exhibit a consistent quality of treatment for each street façade. The inclusion of unique architectural features are encouraged.*
- *Building form shall use architectural features to establish visually distinct pedestrian access points. This includes the provision of legible pedestrian access points from the rear car parking areas to the rear entrance points of the building and distinctive entry doors and canopies to the street elevations.*
- *Building frontages are to be designed, including with the use of glass where practical, to promote surveillance of the street and/or public open space.*
- *Large areas of prefabricated concrete panels for external wall systems, i.e. 'tilt-up' are to be detailed with expressed joints with a rendered and painted finish, or clad to the satisfaction of the City of Bayswater.*

**Access:**

- *Loading areas shall not interfere with on-site parking and maneuvering.*
- *The site layout shall enable vehicles to exit the site in a forward motion.*

**Car Parking:**

- *The car park area is to consist of a sealed finish such as asphalt, paving material or concrete.*

- *Trees are to be planted within uncovered car parking areas at the rate of 1 per 6 car parking spaces. There are to be no more than 6 adjoining car bays without the area being punctuated by a tree.*

#### ***End of Trip Facilities***

*Local government may require the provision of bicycle parking and end of trip facilities such as showers, change rooms and lockers in commercial and industrial developments.*

#### ***Water and Energy Management:***

- *Buildings are to use water sensitive design strategies to manage stormwater and wastewater.*
- *Energy efficiency for building design to be in accordance with Council's local planning policy on the matter.*

#### **Explanation**

Modify Precinct A's Development Requirements section to be consistent with the provisions applied to Precincts B and C in relation to building setbacks and landscaping. Modified provisions are required in order to facilitate efficient site design outcomes and respond to realistic commercial market requirements for the industrial sector. It has been determined that the existing provisions would make it unfeasible to fit development footprints within the projected lot product for this area.

Undertake refinements to the existing Development Provisions for all Precincts:

- **Landscaping:** Remove the 1.5m landscaping strip requirement to the side boundaries up to the building. Rather than applying narrow inefficient landscape strips along the side boundaries, the removal of this provision shall provide the required flexibility for a developer to accommodate the broader 5% landscaping requirement in response to site-specific design solutions. It is also noted that the 5% lot area requirement will often result substantial landscaped areas which would exceed the current 2.0m and 1.5m landscape strip requirements.

A calculation of the new landscaping requirements has been applied across the proposed subdivision design (Stage 1). It indicates that the proposed landscape provisions will provide for an 11% increase in landscaping when compared to the existing provisions. There will be no net loss of landscaping across the overall estate as a result of the proposed modified landscaping requirements. A detailed spreadsheet analysis of these calculations has been appended (Appendix A – Landscaping Calculations).

The proposed increased landscaping ratio from 2% to 5% of the site area for Precinct A will result in a substantial increase in landscaping within lots. The landscape provisions shall also result in vegetated strips along Railway Parade, softening the edges of the estate.

The proposed modification to the Precinct B landscaping provisions does not reduce the 5% landscaping requirement. The proposed amendment removes the requirement to provide 1.5 metre wide landscaping strips along each side lot boundary. The amendment provides a developer with the flexibility to locate landscaping areas where deemed appropriate on the site (subject to a

minimum 2 metre wide strip being provided along the primary frontage). This will allow for more consolidated areas of landscaping, rather than small strips, which shall enable a variety of building footprints and built form outcomes.

To achieve a broader and more consistent tree canopy throughout the estate, it is proposed to introduce compulsory tree planting provisions along lot frontages. Developments shall provide trees within the 2.0m wide landscape strip at a rate of one tree per 15m of lot frontage (average). A minimum 50 litre pot size shall be required.

- **Fencing:** The modified provisions will enable fencing to occur between the street and the building line in order to meet industry needs for site security. The provisions also provide clarification regarding the types of fencing accepted.
- **Site Coverage:** Remove the requirement for site coverage limitations. This provision is no longer relevant in modern industrial developments, where car parking and landscaping requirements often dictate how much land is allocated for site coverage. The provision artificially restricts the potential footprint of a building, particularly for larger lot industries. This is deemed unnecessary from a planning perspective.

#### Proposal 5

Introduce tailored on-site parking standards as part of SCA 10 to better reflect the operational needs of the industrial land uses based on best practice, and introduce provisions for street parking and end of trip facilities:

##### **Car Parking**

*The number of car parking bays provided on-site are to be in accordance with the following ratios:*

<b>Car Parking Requirements</b>	
<b>Land Use</b>	<b>Proposed SCA 10 Requirement</b>
<b>Office*</b>	1 bay per 30sqm GLA
<b>Warehouse</b>	1 bay per 100sqm GLA
<b>Workshop / Factory</b>	1 bay per 75sqm GLA
<p><i>* Where a development includes office as an ancillary use, the car parking for that component is calculated at the Warehouse land use rate of 1 bay per 100sqm for the first 10% of GLA of the ancillary use.</i></p>	
<p><i>Tandem parking bays shall be accepted where the two bays are provided for the use of a single tenancy and are utilised by staff on-site.</i></p>	

##### **End of Trip Facilities**

- *Local government may require the provision of bicycle parking and end of trip facilities such as showers, change rooms and lockers in commercial and industrial developments.*



## Explanation

There has been an identified need to refine the existing DPS24 parking standards which are based on out of date industry practice. Applying car parking standards which are mismatched to the operational needs of an industry can often result in an inefficient allocation of car bays on a site.

There is a recognised drive for efficiency in the industrial sector to keep manufacturing and operating costs down through the investment in automation. The trend for the automation of processing and distributing goods on-site is resulting in efficiencies in the number of staff required on site. For example, warehouse and distribution centres are now increasingly incorporating state of the art Automated Storage Retrieval Systems (ASRS). This system improves the efficiency, productivity and safety of the operations involved for proposed distribution operations. This means distribution centre operations do not rely solely on the number of staff historically associated with a warehouse/distribution centre operation.

The site also benefits from being accessible to public transport services, namely the Ashfield Train Station and the No.55 bus route. Figure 2 illustrates the proximity to the Ashfield Train Station (an 800 metre walk to the centre of the site) and the closest No. 55 bus stop (a 500m walk to the centre of the site).

**Refer to Figure 2 – Proximity to Public Transport**



**Figure 2 – Proximity to Public Transport**

Prepared By TPG + PlaceMatch

Proposed Scheme Amendment – Lot 10 Railway Parade, Bayswater

Version 9





Alternative car parking ratios are therefore sought for SCA 10 to better reflect the operational needs of land use types within the industrial sector. Research undertaken by the Freight Logistics Council of Western Australia in 2015 concluded that local government car parking ratios for storage and warehouse uses often result in the over-provision of car parking bays for industrial businesses.

This results in an inefficient use of land which would otherwise be used for productive purposes. To achieve land use efficiencies and logical site layout solutions it is deemed essential to review the car parking standards to ensure they are fit for purpose.

A review has been undertaken of the parking requirements for the various land uses under review against the other key Local Authorities that accommodate substantial industrial estates. For ease of comparison, a matrix comparing the parking ratio's across eight (8) different metropolitan Local Authorities and the Latitude 32 Industrial Area is provided below in Table 1.

#### Legend

	Equivalent or lower parking ratio than proposed Scheme Amendment
	Higher parking ratio than proposed scheme amendment

Local Authority	Land Use Parking Requirement		
	Factory	Office	Warehouse
Proposed (Current)	1:75sqm GLA (1:50sqm GLA)	1:30sqm GLA (1:25sqm GLA)	1:100sqm GLA (1:50sqm GLA)
City of Canning	1:75sqm GLA	1:30sqm GFA	1:100sqm GFA
Town of Bassendean	1:100sqm GLA	1:20sqm NLA	1:100sqm NFA
City of Cockburn	1:50sqm GLA	1:50sqm GLA	1:100sqm GLA
City of Fremantle	1:50sqm GLA	1:30sqm GLA	1:100sqm GLA
City of Melville	1:50sqm NLA	1:50sqm NLA	1:100sqm NLA
City of Belmont	1:50sqm GLA	1:30sqm NLA	1:100sqm GFA
Latitude 32	1:50sqm GLA	1:20sqm NLA	1:100sqm GLA
City of Wanneroo	1:50sqm GFA	1:30sqm NLA	* 1:50sqm GFA
City of Swan	1:33sqm GLA	1:25sqm GLA	1:50sqm GLA

\* NB. No requirement for vehicles to exit in forward gear results in less land for turning circles, offsetting the higher car parking ratio.

\*\* PFA (Public Floor Area) can differ from GLA of NLA to a large extent

**Table 1: Comparison of Car Parking Requirements Across Local Authorities**

### **'Warehouse' and 'Office'**

With respect to the 'Warehouse' use, the proposed parking ratio is in line with those adopted by the majority of Local Authorities Town Planning Schemes (specifically the neighbouring Town of Bassendean). It is evident that the majority of other metropolitan Local Authorities apply a 1:100sqm GLA ratio for a 'Warehouse' use in-keeping with what is proposed for the Warehouse car parking ratio by this scheme amendment. Similarly, the proposed car parking ratio for the 'Office' use of 1:30sqm GLA is also consistent with that adopted by the majority of the other Local Authorities.

The City of Swan requires 1 bay per 50sqm GLA for 'Warehouse' and 1 bay per 1:25sqm GLA of 'Office' though it should be noted that the City of Swan has considerably higher parking requirement across all use classes when compared to both the proposed car parking ratios and those across other Local Authorities. This is primarily due to the City of Swan being an outer metropolitan Local Authority with land values much lower than the comparable areas including the City of Bayswater. In this context, the higher parking ratios are effectively offset by the lower land rates and availability of land.

The City of Wanneroo is the other large metropolitan authority which applies a standalone 1:50sqm GLA ratio for the 'Warehouse' land use, though in this case it should be noted that the City of Wanneroo's Town Planning Scheme does not have a provision requiring commercial vehicles to exit the site in forward gear (unlike most local government planning schemes). This results in less land being required for turning circles, freeing up land for other uses, including required car bays, effectively offsetting the higher Warehouse car parking ratio requirement.

### **'Factory'**

The proposed car parking ratio for the 'Factory' use, whilst not directly comparable to the majority of studied Local Authorities, is an improvement from the neighbouring Town of Bassendean and directly comparable from the newest industrial estate in Canning Vale.

### **On Street Parking**

To allay any residual concerns over the proposed amendments to the parking ratios, it is proposed additional parking bays be provided through the provision for on-street car parking throughout the estate.

Preliminary calculations suggest that approximately 100 on street car bays can be provided within the first stage of the subdivision of 57 lots. Car bays can be accommodated along a single side of the road reserve, with clearances being incorporated in advance of intersections. Line marking can be installed after crossovers are installed to delineate bays.

This approach to on-street car parking is consistent with parking configurations applied by the Town of Bassendean in its industrial estates. Introducing on-street car bays across Stage 1 increases the supply of car parking by approximately 15%. This results in effective ratios for of approximately 1 bay per 85sqm for Warehouse of approximately 1 bay per 64sqm for Factory.

### **End of Trip Facilities**

In recognition of the ever growing take up and use of cycling as a preferred method of transport, and as a means to further encourage this form of transport as a way to work, it is proposed to introduce a provision within SCA 10 which shall enable Council to request end of trip facilities (bike racks, showers and lockers) to be included for appropriate use classes.

The car parking rates comparison provided in Appendix B illustrates the City of Bayswater's existing standards apply higher car parking ratios for certain land uses when compared to other local government authorities which incorporate large areas of industrial land. In order to achieve improvements in lot area efficiencies it is recommend that the proposed car parking rates be included as part of SCA 10.

## 2.0 BACKGROUND

### 2.1 Location and Context

Lot 10 Railway Parade, Bayswater, is the largest single landholding within the Bayswater industrial area and represents a significant industrial redevelopment opportunity within the broader metropolitan area. The subject site forms part of the broader Bayswater and Bassendean industrial area.

The Perth-Midland railway line runs south of the subject site adjacent to Railway Parade. The site is approximately mid-way between the Bayswater and Ashfield train stations. An at-grade railway crossing is located to the south of the site providing vehicular access from Railway Parade to Guildford Road. The regional road system which runs through the industrial precinct consists of Tonkin Highway as the major north-south connection, with Collier Road and Guildford Road as the major east-west connections.

*Refer to Figure 3: Context Plan*

**Figure 3: Context Plan**





## 2.2 Land Ownership

The land subject of this scheme amendment request comprises of Lot 10 (No. 2) Railway Parade, Bayswater. The following table summarises the Certificate of Title details:

Lot Number	Plan/Diagram	Volume/Folio	Area	Land Ownership
10	D40330	1391/921	36.4510 ha	(TBC)

### Water Corporation Site

The Water Corporation own Lot 7 Mooney Street which is located on the north-western boundary of the subject site, adjacent to the Tonkin Highway road reserve. The 6073m<sup>2</sup> site historically has been used as a compensating basin after land was resumed in association with the (then) planned construction of Tonkin Highway. The compensating basin was installed to manage surface water runoff from the Wicks Street drain, servicing the up gradient industrial area to the east.

CBSP had previously been in discussions with the Water Corporation regarding the potential relocation of the compensating basin following the redevelopment of the Site. The Outline Development Plan showed the proposed relocation of the compensating basin on the north-eastern boundary. CSBP had previously approached the Water Corporation to support the principle of a land swap, whereby the Water Corporation would take ownership of the basin in the new location (of a similar size) and CSBP would take ownership of Lot 7 Mooney Street. There are currently no plans to relocate the Water Corporation's compensating basin. The proposed amendment to the SCA will not affect the Water Corporation's landholding.

## 3.0 PLANNING & ENVIRONMENTAL BACKGROUND

### 3.1 Introduction of Special Control Area 10 (Amendment No.36)

Amendment No. 36 was gazetted and became effective on 28 September 2012. The amendment introduced a Special Control Area (SCA10) over the Site with associated development control provisions to guide land use and development matters to facilitate the future development of the Site into a high quality commercial/industrial estate. Appendix 10 of the Scheme details the relevant provisions of SCA10 as they apply to the redevelopment of the Site. The implementation of the SCA10 was considered an appropriate planning mechanism to control the site-specific land uses and development standards that are unique to this Site.

The amendment was also considered an appropriate statutory mechanism at the time to implement the overarching objectives of the WAPC's *Ashfield Precinct Plan* for the site. The *Ashfield Precinct Plan* identified the Railway Parade and future Vincent Street frontages of the site as having the potential for commercial land uses with the remainder of the site having the potential for light industrial uses. It was intended that the commercial uses would activate the street frontages. In the medium term the anticipated commercial uses were to form part of a new centre around the then anticipated relocated Ashfield Train Station. It was envisaged, at the time, that the relocation of the Train Station would drive more commercial land use outcomes on the periphery of the Site, particularly along Railway Parade. There has been a recent shift in focus from the Ashfield Train Station to the Bayswater Train Station upgrades which form part of the broader Forrestfield Airport Link project. This requires the reconsideration of Precinct A's purpose now that the originally intended relocation of the Ashfield Train Station is no longer occurring.

To facilitate the redevelopment of the site into industrial and commercial land use precincts, the SCA 10 separated the site into the following three precincts:

- *Precinct A—To incorporate a strong commercial street character, creating a local identity. It is to comprise higher order commercial land uses including Office which will take advantage of the Precinct's proximity to the Ashfield Train Station and its exposure to Railway Parade.*
- *Precinct B—To comprise industrial land uses (except those which are considered undesirable for reasons of noise, odour or atmospheric emissions).*
- *Precinct C—To comprise industrial land uses, where site development will need to meet mandatory landscaping and drainage infiltration requirements. All stormwater runoff will be collected and shall not be permitted to soak into the ground at source due to existing residual cinders located in the south western part of the site.*

The existing provisions of Precinct A were incorporated as part of the Scheme to reflect the strategic aspirations of the *Ashfield Precinct Plan (2010)* which earmarked the potential relocation of the Ashfield Train Station in close proximity to the site. The recent shift in focus from the Ashfield Train Station to the Bayswater Train Station upgrades as part of the Forrestfield Airport Link require the reconsideration of Precinct A's purpose from a strategic planning point of view, and the ability to deliver industrial and commercial land to the market in the absence of the Ashfield Train Station being relocated. The purpose of this amendment request is to widen the scope of land uses that can be permitted by the City within Precinct A in order to better respond to market needs.

The SCA 10 was also set up to exclude some land uses under the General Industry zoning which are considered undesirable for reasons of noise, odour or atmospheric emissions. For example, the General Industry zoning allows for land uses such as automotive panel beating/spray painting, automotive wrecking, extractive industry and noxious industry to be considered on the site. The SCA 10 currently does not permit these land uses within the site. This amendment shall not alter this approach, where Noxious Industry shall remain not permitted as a use.

Conversely some additional land uses deemed desirable were classified as permitted under the SCA 10 zoning table. For example, the General Industry zone does not permit uses such as Shop, Restaurant or Corner Store. The SCA 10 enabled these uses to be considered within Precinct A. The use class of 'Shop' within Precinct A has a gross leasable area restriction of 500sqm to ensure that large scale de facto retail shops would not dominate the precinct.

The SCA 10 also introduced development requirements specific to each Precinct. These standards have been classified into the following elements:

- Building setbacks
- Building heights
- Plot ratio
- Site coverage
- Landscaping
- Fencing
- Built Form
- Water and Energy Management

The SCA 10 development standards are to be read in conjunction with the development standards listed in the preceding sections of TPS 24. The SCA 10 development standards apply additional provisions or vary aspects of the Scheme provisions where appropriate to achieve a desired outcome.



### **3.2 Outline Development Plan**

At the City of Bayswater Ordinary Council Meeting of the 23 April 2013, Council resolved to adopt an Outline Development Plan (ODP) for Lot 10. It should be noted that the decision of Council was not pursuant to the Scheme, as the Scheme does not incorporate provisions for the preparation and adoption of an ODP. As such, the ODP is a guiding document for the City and has been acknowledged by the WAPC.

The ODP provides a comprehensive plan and associated report to guide the future subdivision of the land. The ODP outlines:

- The planning context;
- Heritage considerations;
- Site opportunities and constraints;
- ODP design (future conceptual subdivision layout);
- Traffic and transport considerations;
- Environmental considerations;
- Service and infrastructure considerations;
- Benefits of the redevelopment; and
- Future management of the site.

### **3.3 Environmental Approvals**

Lot 10 was formerly used for manufacturing superphosphate, sulphuric acid, hydrochloric acid, and other small volume chemicals from 1928 to approximately 1990. The by-products and residuals from operations on the site were disposed on the site in shallow ponds. The extent of residual soil impacts relating to the site has been extensively investigated over the last 10 years. Significant soil remediation of the site has occurred to meet the Ministerial Statement 691 (MS691) requirements for the site to be reclassified "Remediated - restricted use".

The site has now been remediated under Ministerial Statement 691. This process is complete and the Mandatory Auditor's Report (MAR) was submitted to the Office of the EPA (OEPA). The Site is now classified as 'Remediated – Restricted Use'. The future development of the Site is consistent with this classification.

### **3.4 Local Water Management Strategy**

A Local Water Management Strategy (LWMS) has been approved by the Water Corporation, the City and the Department of Water. The LWMS proposes to limit the volume of stormwater from entering the groundwater within the south western corner of the site due to the location of Cinders (identified as Precinct C under the SCA 10 Precinct Plan). This is not altered by the proposed scheme amendment.

## 4.0 PLANNING CONTEXT

### 4.1 Metropolitan Region Scheme

The site is zoned 'Industrial' under the Metropolitan Region Scheme. It forms part of the broader 'Industrial' zoned area either side of Tonkin Highway. The adjoining Tonkin Highway is reserved 'Primary Regional Roads', with the land located south east of Railway Parade being zoned 'Urban'.

### 4.2 City of Bayswater District Town Planning Scheme No .24

Lot 10 is subject to the provisions of the *City of Bayswater District Town Planning Scheme No. 24 (DPS 24)*. Under the provisions of DPS 24 the subject site is zoned 'General Industry' and is subject to the provisions of 'Special Control Area No.10'. Refer to Figure 4 – Extract from District Town Planning Scheme No.24.

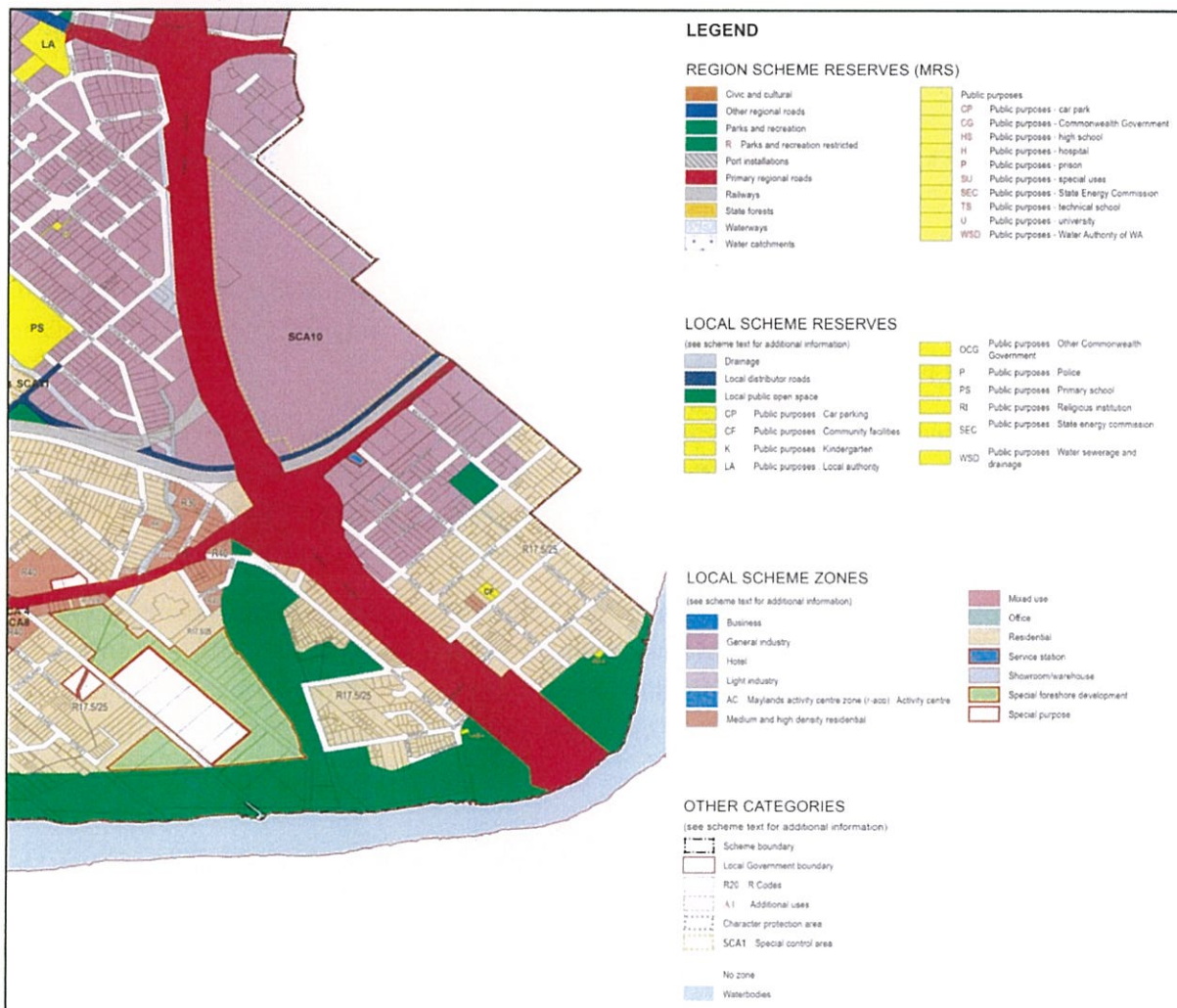


Figure 4: Extract from District Town Planning Scheme No.24.

Prepared By TPG + PlaceMatch

Proposed Scheme Amendment – Lot 10 Railway Parade, Bayswater  
Version 9

### **4.3 Draft Central Sub-regional Planning Framework**

The draft *Central Sub-Regional Planning Framework* (Framework) is one of several frameworks prepared for the Perth and Peel region which collectively establish a long term and integrated planning framework for land use and infrastructure provision to accommodate a population of 3.5 million people.

Under the Framework, the site is situated within a broad area of land identified as 'Industrial Centre', (essentially being the broader Bayswater Industrial Area). The southern and eastern extents of the site (generally along Railway Parade and Vincent Street) are identified 'Activity centre – core' associated with the Ashfield Train Station.

Industrial centres are the areas zoned industrial or urban under the region scheme. The Framework states that there is a "need to plan, protect and preserve industrial centres within close proximity to primary arterial routes in to and out of the central city in order to maintain employment diversity". The proposed modifications to SCA 10 shall provide greater flexibility to accommodate industrial land use requirements.

### **4.4 Economic and Employment Lands Strategy: Non-Heavy Industrial Perth Metropolitan and Peel Regions**

The *Economic and Employment Lands Strategy* (Strategy) was prepared in response to the ongoing pressures of industrial land supply in the Perth metropolitan market and to ensure that industrial land constraints and shortages such as those that occurred in the mid-2000s did not reoccur.

The Strategy's primary aim is the adequate provision of land over the next 20 years within the Perth Metropolitan and Peel regions for the purposes of employment generating activities (industrial and commercial land uses), with identification of land that is suitable for non-heavy industrial activity in the long term, and strategies to address land supply constraints.

The site is identified as the 'Former Cresco Site' and 'MRS Industrial'. The document also identifies the subject site as providing for 36ha of industrial land, becoming 'Market Ready' by July 2015, and envisaged to play a role in responding to the expected shortfall in industrial land supply in the short, medium and long term. The proposed modifications to the SCA 10 provisions will facilitate the implementation of industrial land supply to the market.

#### **4.5 Ashfield Station Precinct Plan**

The *Ashfield Station Precinct Plan*, prepared by the WAPC seeks to provide strategic direction for the future development of the Ashfield area as a significant employment-focused strategic centre over the next 20 years. The precinct plan identifies the Site as a significant short term development opportunity. It asserts that the relocation of the railway station and retail/commercial core to Pearson Street shall provide an opportunity to:

- increase commercial and residential densities in the existing industrial area around the new station without impacting on the existing residential community; and
- encourage larger scale commercial developments on the existing large land parcels in the Bayswater industrial area.

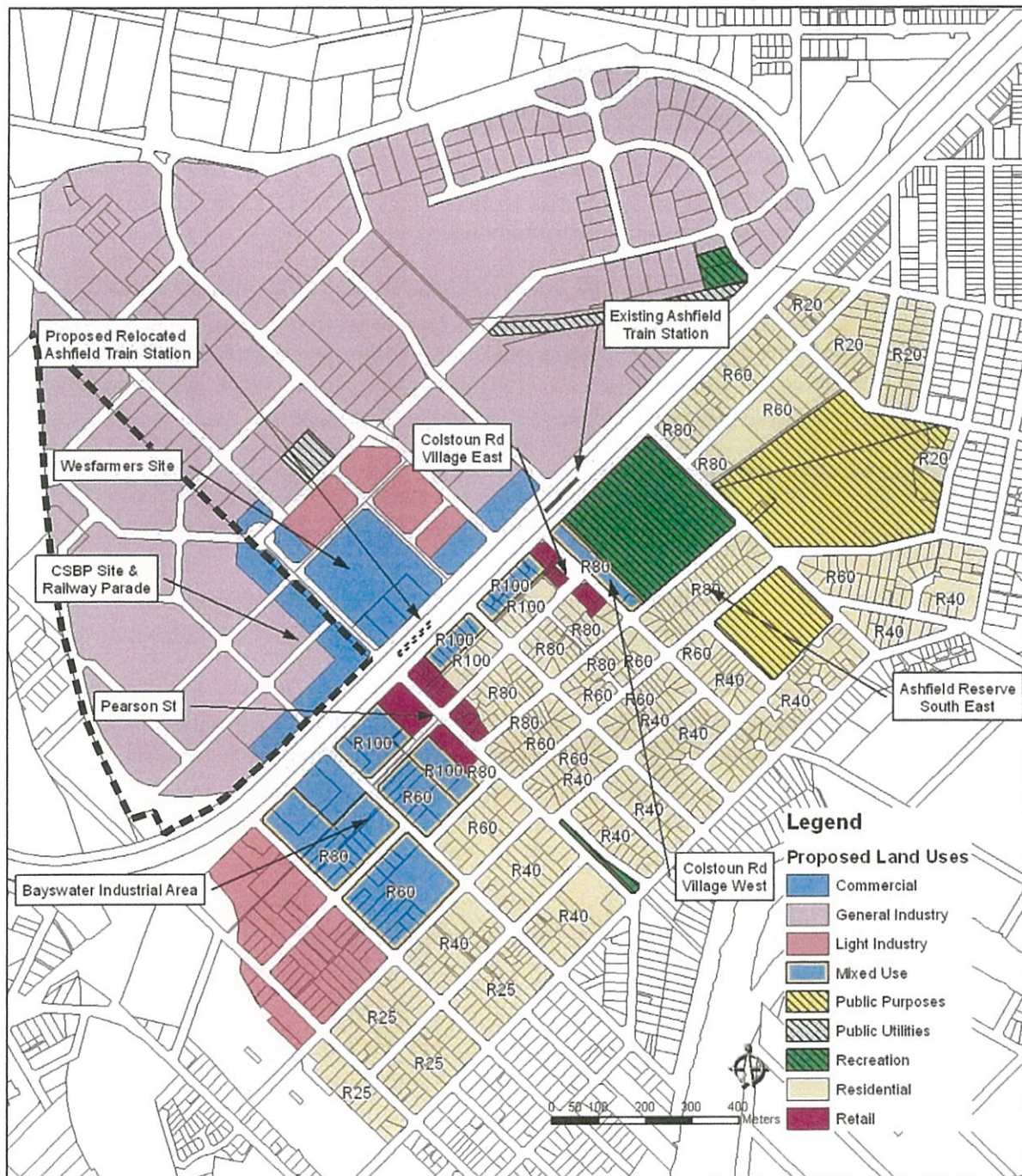
The main land use changes are centred on increasing residential densities, the introduction of mixed use and commercial land uses within the residential areas and the introduction of commercial land uses on the northern side of the railway adjacent to the anticipated relocated train station.

***Refer to Figure 5: Ashfield Station Precinct Plan.***

The assumptions made as part of the Ashfield Station Precinct Plan in relation to the relocation of the train station are no longer relevant to the Site. The recent shift in focus from the Ashfield Train Station to the Bayswater Train Station upgrades as part of the Forrestfield Airport Link require the reconsideration of Precinct A's purpose now that the originally intended relocation of the Ashfield Train Station is no longer occurring.

In this context, and from reviewing local market conditions, it is evident that the current planning framework needs to be refined to foster the development of Precinct A for a broader range of industrial land uses rather than only those earmarked as part of the *Ashfield Station Precinct Plan*. A broader range of land use opportunities shall provide the required flexibility which is critical to ensure the development of the site proceeds.





**Figure 5: Ashfield Station Precinct Plan**

## 5.0 SUMMARY & PLANNING MERIT

This application seeks to amend the provisions of SCA 10 to facilitate the imminent development of the land for industrial purposes. The proposed modifications to SCA 10 are critical to enable the development of the site to occur in accordance with the market needs. A pragmatic land use approach is required to facilitate the development of Lot 10 Railway Parade into a quality industrial estate. To achieve this, the proposed Scheme Amendment seeks to build upon the existing land use provisions of SCA 10, providing for a broader range of land use opportunities. This shall provide the required land use flexibility which is critical to ensure development of the site proceeds.

The existing land use and development provisions under Precinct A of the SCA 10 were established to reflect the strategic aspirations of the WAPC's *Ashfield Precinct Plan* (2010), which earmarked the potential relocation of the Ashfield Train Station in close proximity to the site. Since the publication of the Study, it is evident there are no plans to relocate the Ashfield Train Station. There has been a shift in focus to upgrade the Bayswater Train Station as part of the broader Forrestfield Airport Link. In this context, it is evident that the current planning framework needs to be refined to foster the development of Precinct A. This can be achieved by accommodating a broader range of industrial uses within this Precinct.

The provisions of SCA 10 have also been modified to include tailored development and car parking standards in accordance with best practice site design. In particular, to achieve land use efficiencies and logical site layout solutions it was considered essential to review the car parking standards to ensure they are fit for purpose.

The proposed amendment remains aligned with the State planning framework for industrial centres. The proposed modifications to SCA 10 are critical to the development and activation of the site after many years of the site remaining vacant. It is respectfully requested the City of Bayswater initiate the amendment at its earliest opportunity to enable referral to the EPA in accordance with Section 81 of the *Planning and Development Act*, and thereon for public advertising.

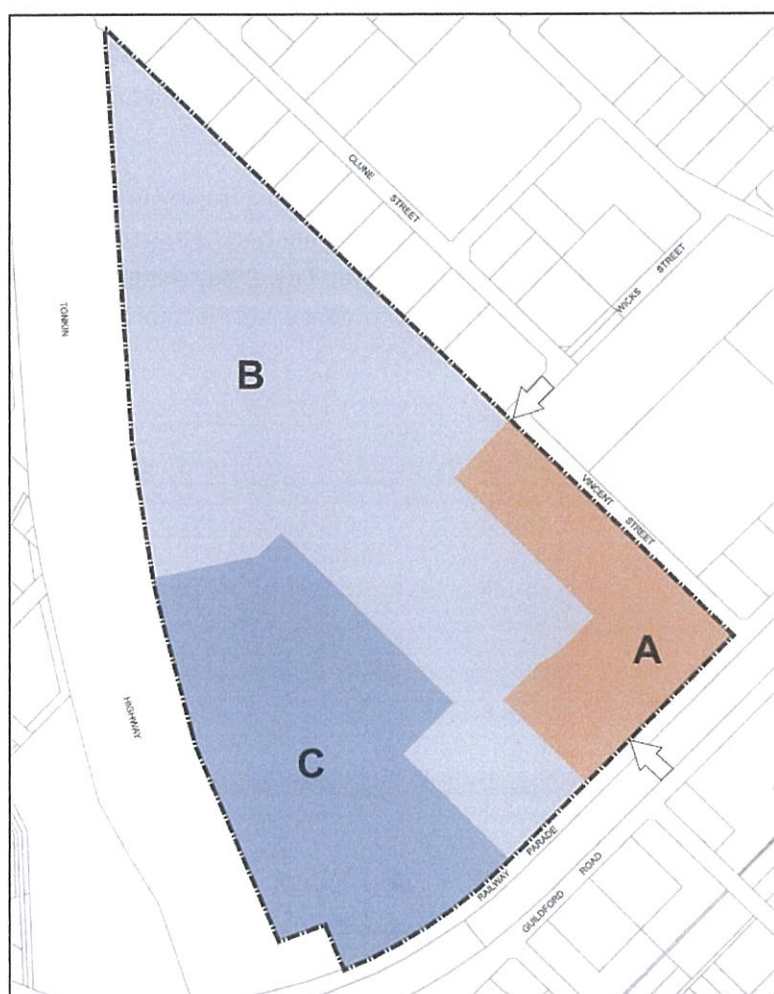
## Planning and Development Act 2005

### RESOLUTION TO AMEND LOCAL PLANNING SCHEME

#### *City of Bayswater Town Planning Scheme No. 24* *[Amendment Number 71]*

**Resolved that the Local Government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:**

- 1.1 Modifying the Precinct Boundaries plan contained within Special Control Area No.10 by adjusting the common boundary between Precinct A and Precinct B.





- 1.2 Modifying the existing Land Use and Development Requirements provisions which apply to Precincts A, B and C of Special Control Area No.10 under Appendix 10 of the Scheme and replace with the following:

**SPECIAL CONTROL AREA (SCA) 10:**

Corner of Tonkin Highway and Railway Parade, Bayswater.

**Site Particulars:**

Lot 10, No 2 - 4 Railway Parade, Bayswater

**Description:**

SCA No. 10 is bound by Tonkin Highway to the west, Railway Parade to the south, Vincent Street and the rear boundaries of Lots 55, 59, 60, 61, 102, 103, 104, 301 and 302 Clune Street to the east.

**Provisions**

**Purpose:**

To facilitate the redevelopment of Lot 10 Railway Parade, Bayswater site into a quality industrial/commercial estate, guiding development form and land use in a manner which articulates a high level of amenity whilst achieving well designed, functional and efficient buildings.

The site is divided into 3 precincts which are described as:

Precinct A - To comprise commercial land uses and selected compatible industrial uses that will not cause injury to or adversely affect the amenity of the commercial precinct.

Precinct B - To comprise industrial land uses (except those which are considered undesirable for reasons of noise, odour or atmospheric emissions).

Precinct C - To comprise industrial land uses, where site development will need to meet mandatory landscaping and drainage infiltration requirements. All stormwater runoff will be collected and shall not be permitted to soak into the ground at source due to existing residual cinders located in the south western part of the site.

Section 70A notifications will be placed on Titles of lots located within Precincts A, B and C to ensure landowners are aware of the environmental constraints of the site and the applicable design guidelines.

**Land Uses:**

Notwithstanding uses listed within Table No. 1 – Zoning Table of the Scheme, the following uses shall prevail within SCA No. 10:



Permitted Uses:	
<b>Precinct A</b> <ul style="list-style-type: none"> <li>• Automotive Repairs</li> <li>• Automotive &amp; Marine Sales &amp; Repairs</li> <li>• Convenience Store</li> <li>• Consulting Rooms (Medical)</li> <li>• Car Park</li> <li>• Car Wash</li> <li>• Dry Cleaning/ Laundry Premises</li> <li>• Factory ***#</li> <li>• Factory Tenement Building ***#</li> <li>• Garden Centre</li> <li>• Kiosk</li> <li>• Lunch Bar</li> <li>• Health Studio</li> <li>• Light Industry #</li> <li>• Liquor Store - Large</li> <li>• Liquor Store - Small</li> <li>• Medical Centre</li> <li>• Office</li> <li>• Public Utility**</li> <li>• Restaurant</li> <li>• Service Industry</li> <li>• Trade Display</li> <li>• Transport Depot</li> <li>• Veterinary Consulting Rooms</li> <li>• Warehouse</li> </ul>	<b>Precincts B and C</b> <ul style="list-style-type: none"> <li>• Automotive Repairs</li> <li>• Builders Yard</li> <li>• Car Park</li> <li>• Car Wash</li> <li>• Dry Cleaning/ Laundry Premises</li> <li>• Factory</li> <li>• Factory Tenement Building</li> <li>• Garden Centre</li> <li>• General Industry</li> <li>• Kiosk</li> <li>• Light Industry</li> <li>• Lunch Bar</li> <li>• Public Utility**</li> <li>• Service Industry</li> <li>• Trade Display</li> <li>• Transport Depot</li> <li>• Veterinary Consulting Rooms</li> <li>• Warehouse</li> </ul>

**Discretionary Uses:****Precinct A**

- Amusement Parlour
- Betting Agency
- Cinema/Theatre
- Civic Buildings
- Club Premises
- Corner Store
- Educational Establishment
- Fast Food Outlet
- Funeral Parlour
- General Industry \*\*\*#
- Hire Service (Non-Industrial) #
- Infant Health Clinic
- Industry \*\*\*#
- Occasional Uses
- Open Air Display #
- Public Amusement
- Radio and Television Installations
- Radio Equipment
- Recreation Facility (Private & Public)
- Shop\*
- Showroom
- Showroom/Warehouse
- Storage Yard #
- Tavern
- Veterinary Hospital

**Precincts B and C**

- Automotive & Marine Sales & Repairs
- Fast Food Outlet
- Funeral Parlour
- Hire Service (Industrial)
- Industry
- Office
- Open Air Display
- Radio and Television Installations
- Showroom
- Showroom/Warehouse
- Storage Yard

\* The Gross Leasable Area (GLA) floor space for a 'Shop' use shall be limited to 500m<sup>2</sup> per tenancy within Precinct A, and a cumulative floor space of no greater than 1500m<sup>2</sup> Net Lettable Area (NLA) for the whole of Precinct A.

\*\* Land use includes compensating basins which are subject to Water Corporation's agreed specifications.

\*\*\* Uses shall be limited to those considered appropriate, by the City of Bayswater, for a transitional buffer between industrial and commercial precincts, however the following uses are not permitted:

- Abattoir;
- Concrete batching plant;
- Builders yard;
- Transport depot;
- Noxious;
- Extractive;
- Asphalt manufacturing;
- Chemical manufacturing;
- Compost manufacturing;
- Crushing of building material;

- Dog kennels;
- Wrecking yard;
- Dry-cleaners;
- Pesticides manufacturing;
- Incineration;
- Industrial gas production;
- Fuel loading;
- Fuel storage;
- Service stations;
- Poultry storage;
- Wreckers (automotive);
- Transport vehicles depot;
- Used tyre storage; and
- Waste disposal.

# Within Precinct A a high degree of landscaping amenity is to be provided with appropriate screening of transition industrial uses from the street, to the satisfaction of the City of Bayswater.

<b><u>Uses Not Permitted:</u></b>	<b><u>Uses Not Permitted unless by giving Special Notice ('A' Use):</u></b>
<b><u>Precincts A, B and C</u></b> <ul style="list-style-type: none"> <li>• Automotive Wrecking</li> <li>• Extractive Industry</li> <li>• Fuel Depot</li> <li>• Noxious Industry</li> </ul> <b><u>Precinct A only</u></b> <ul style="list-style-type: none"> <li>• Builders Yard</li> </ul>	<b><u>Precincts A, B and C</u></b> <ul style="list-style-type: none"> <li>• Service Station</li> </ul>
<b>Development Requirements:</b>	
<b><u>Building Setbacks:</u></b>	
<b><u>Precincts A, B and C</u></b> <ul style="list-style-type: none"> <li>• Primary Street: Buildings to be setback a minimum of 3.0m.</li> <li>• Secondary Street: Building mass to be set back a minimum of 3.0m.</li> <li>• A nil setback to side and rear boundaries shall be permitted, in accordance with the Building Code of Australia.</li> </ul>	
<b><u>Building Height:</u></b> <b><u>Precinct A:</u></b> <ul style="list-style-type: none"> <li>• Height of a building shall not exceed five (5) storeys.</li> </ul> <b><u>Precincts B and C:</u></b> <ul style="list-style-type: none"> <li>• Height of a building shall not exceed three (3) storeys.</li> </ul> <p>For the purposes of calculating building height, a storey shall not include (a) a basement or a semi-basement that does not protrude any further than 1.5 metres above ground level, and (b) any roof plant structures.</p>	

**Plot Ratio (Precincts A, B and C):**

- Plot ratio requirements of the Scheme are not applicable.

**Site Coverage (Precincts A, B and C):**

- There are no site coverage limitations.

**Landscaping:****Precincts A, B and C**

- A minimum of 5% of the total lot area is to be allocated for landscaping purposes, which includes a minimum 2.0m wide landscaping strip provided along the street frontage.
- One tree (minimum 50 litre pot size) shall be planted at an average of every 15m of lot frontage within the 2.0m wide landscape strip. The tree species shall be subject to the satisfaction of the City.

**Precinct C only**

- Localised stormwater disposal via soakage shall not occur within this precinct. Lot connection pits will be provided to discharge all runoff to the road drainage network.
- Soakwells are not permitted.
- No planting other than non-irrigated trees shall occur. Areas not used for carparking are to be treated with gravel or an alternative impermeable hard or paved surface.
- Groundwater extraction is prohibited.

**Fencing (Precincts A, B and C):**

All fencing proposed as part of the development shall be designed and constructed in accordance with the following:

- **Front Fencing (Primary and Secondary Streets):**  
Fencing located between the front lot boundary up to the building line is to be black powder coated Garrison or Palisade fencing to a maximum height of 1800mm.
- **Behind Building Setback Line:**  
  
Behind the setback line fencing is to have a minimum standard of 1800mm rail-less chain link or steel mesh incorporating black coloured PVC coating with black gates, posts and fittings. Security fencing is permitted behind the building line on side and rear boundaries to primary and secondary street frontages. Security fencing cannot protrude in front of any office component.

Barbed wire must not be installed forward of the building line.

## **Built Form:**

### Precincts A, B and C

- The buildings shall be designed to address the street, providing a well articulated administration/office area at the front of the main building which will contribute to the streetscape.
- The main entrance is to be on the front elevation or close to the front of the building, being clearly visible from the street.
- The primary street facade shall avoid large unbroken expanses of wall.
- Ancillary structures or additions to the original development shall integrate similar design attributes originally utilised on the main structure including colour, form and materials.
- Building frontages are to be designed to promote surveillance of the street and/or public open space.

### Precinct A only

- Feature elements are required, including variations to colours and building materials.
- Buildings fronting onto two streets are to exhibit a consistent quality of treatment for each street façade. The inclusion of unique architectural features are encouraged.
- Building form shall use architectural features to establish visually distinct pedestrian access points. This includes the provision of legible pedestrian access points from the rear car parking areas to the rear entrance points of the building and distinctive entry doors and canopies to the street elevations.
- Building frontages are to be designed, including with the use of glass where practical, to promote surveillance of the street and/or public open space.
- Large areas of prefabricated concrete panels for external wall systems, i.e. 'tilt-up' are to be detailed with expressed joints with a rendered and painted finish, or clad to the satisfaction of the City of Bayswater.

### **Access (Precincts A, B and C):**

- Loading areas shall not interfere with on-site parking and manoeuvring.
- The site layout shall enable vehicles to exit the site in a forward motion.

### **Car Parking (Precincts A, B and C):**

- The car park area is to consist of a sealed finish such as asphalt, paving material or concrete.
- Trees are to be planted within uncovered car parking areas at the rate of 1 per 6 car parking spaces. There are to be no more than 6 adjoining car bays without the area being punctuated by a tree.
- The minimum number of car parking bays provided on-site are to be in accordance with the following ratios:

<b>Car Parking Requirements</b>	
<b>Land Use</b>	<b>Proposed SCA 10 Requirements</b>
Office*	1 bay per 30sqm GLA
Warehouse	1 bay per 100sqm GLA
Workshop / Factory	1 bay per 75sqm GLA
* Where a development includes office as an ancillary use, the car parking for that component is calculated at the Warehouse land use rate of 1 bay per 100sqm for the first 10% of GLA of the ancillary use.	

- Tandem parking bays shall be accepted where the two bays are provided for the use of a single tenancy and are utilised by staff on-site.

**End of Trip Facilities**

- Local government may require the provision of bicycle parking and end of trip facilities such as showers, change rooms and lockers in commercial and industrial developments.

**Water and Energy Management (Precincts A, B and C):**

- Buildings are to use water sensitive design strategies to manage stormwater and wastewater.
- Energy efficiency for building design to be in accordance with Council's local planning policy on the matter.

**COUNCIL ADOPTION**


This Standard Amendment was adopted by resolution of the Council of the City of Bayswater at the Planning and Development Services Committee Meeting of the Council held on the 24<sup>th</sup> day of January, 2017.

  
.....  
MAYOR

  
.....  
ACTING CHIEF EXECUTIVE OFFICER

**COUNCIL RESOLUTION TO ADVERTISE**

by resolution of the Council of the City of Bayswater at the Planning and Development Services Committee Meeting of the Council held on the 24<sup>th</sup> day of January, 2017, to proceed to advertise this Amendment.

  
.....  
MAYOR

  
.....  
ACTING CHIEF EXECUTIVE OFFICER

## COUNCIL RECOMMENDATION

This Amendment is recommended for [approval/refusal] by resolution of the City of Bayswater at the [ ] Meeting of the Council held on the [ number ] day of [ month ], 20[ year ] and the Common Seal of the [LOCAL GOVERNMENT] was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....  
MAYOR/SHIRE PRESIDENT

.....  
CHIEF EXECUTIVE OFFICER

## WAPC RECOMMENDATION FOR APPROVAL

.....  
DELEGATED UNDER S.16 OF  
THE P&D ACT 2005

DATE.....

FORM 5A - CONTINUED

## APPROVAL GRANTED

.....  
MINISTER FOR PLANNING

DATE.....



# **ATTACHMENT NO. 3F**



May 2015 Draft

# Central Sub-regional Planning Framework

Towards Perth and Peel@3.5million



Department of  
Planning



Western  
Australian  
Planning  
Commission



## MAKE A SUBMISSION

The Western Australian Planning Commission (WAPC) is seeking public comment on the draft *Perth and Peel@3.5million* suite of strategic land use planning documents.

The suite includes the over-arching *Perth and Peel@3.5million* report and four draft planning frameworks for the **Central, North-West, North-East** and **South Metropolitan Peel** sub-regions. All comments will be considered by the WAPC before the draft frameworks are finalised as sub-regional structure plans.

When making a submission, please make sure you:

- identify which sub-region your comments relate to
- include the section and/or page number
- clearly state your opinion and the reasons for your opinion
- if possible, outline alternatives or solutions to your areas of interest
- provide any additional information to support your comments.

Submissions can be made by:

- providing a written submission
- downloading and completing a submission form at [www.planning.wa.gov.au/3.5million.asp](http://www.planning.wa.gov.au/3.5million.asp)
- using the Department of Planning's consultation hub at <https://consultation.planning.wa.gov.au>

Written submissions can be sent to:

Project Manager  
Perth and Peel@3.5million  
Department of Planning  
Locked Bag 2506  
PERTH WA 6001

Or email:

[3.5million@planning.wa.gov.au](mailto:3.5million@planning.wa.gov.au)

For more information about making a submission, please contact the Project Manager, Perth and Peel@3.5million: (08) 6551 9000

**ALL SUBMISSIONS MUST BE RECEIVED BY 5PM ON FRIDAY 31 JULY 2015**

LATE SUBMISSIONS WILL NOT BE CONSIDERED

**WE LOOK FORWARD TO RECEIVING YOUR SUBMISSION**

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website: [www.planning.wa.gov.au](http://www.planning.wa.gov.au)  
email: [3.5million@planning.wa.gov.au](mailto:3.5million@planning.wa.gov.au)

Tel: 08 6551 9000  
Fax: 08 6551 9001

National Relay Service: 13 36 77  
Infoline: 1800 626 477

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## FOREWORD BY THE MINISTER

For many years Western Australia has experienced continued economic prosperity, which has drawn many people to the State. As a result, the Perth metropolitan area has undergone considerable population growth.

Historically, population growth has been addressed by expanding the urban area, resulting in an urban form spanning more than 150 kilometres from north to south. A business-as-usual approach could see this extending even further by 2050.

This form of development is unsustainable.

Currently, Perth and Peel's population is more than two million people, but it is anticipated that by 2050, the regions will be home to some 3.5 million people.

Accommodating this significant increase requires new ways of thinking about planning. To this end four draft sub-regional planning frameworks have been developed to expand on the principles within *Directions 2031 and Beyond*, as they relate to urban development. These draft strategic documents collectively will provide guidance to sustainably manage the future growth of the Perth and Peel regions.

Key actions to facilitate sustainable growth include a more efficient use of land through urban consolidation, integration of infrastructure and development, co-location of services and the strategic location of employment opportunities. The development of a transport network which efficiently connects areas of employment with areas of activity intensity will be crucial in managing the challenges and opportunities presented by a growing population. The pattern of future growth promoted within these documents has also been considered within the context of protecting our highly-valued environmental attributes.

The four draft frameworks, to be finalised as structure plans at the end of the consultation period, will be used by local governments to inform local planning strategies and schemes governing land uses and by the State Government and service providers to assist in the timely and efficient provision of infrastructure and services.

They will be monitored along with growth and development trends, to ensure that they remain responsive to changes, challenges and community expectations.

I hope you will take the time to review the information contained within this framework and provide your comments during the consultation period.



A handwritten signature in black ink, which appears to read "John Day". The signature is fluid and cursive.

Hon John Day, MLA  
Minister for Planning; Culture and the Arts

## MESSAGE FROM THE CHAIRMAN

The draft Central Sub-regional Planning Framework forms an integral part of the *Perth and Peel@3.5million* strategic suite of draft planning documents including:

- Perth and Peel@3.5million;
- North-East Sub-regional Planning Framework;
- North-West Sub-regional Planning Framework; and
- South Metropolitan Peel Sub-regional Planning Framework.

This suite of strategic planning documents aims to ensure that there will be sufficient suitable land identified for future housing and employment in order to accommodate population growth. They will also guide further detailed planning and decision-making by State Government agencies and local governments.

*Perth and Peel@3.5million* provides a snapshot of where we are now as a community and what we are likely to be in the future. It also makes the case for change to achieve a more considered, connected, consolidated urban form.

The draft Central Sub-regional Planning Framework has been undertaken by the Department of Planning on behalf of the Western Australian Planning Commission. It represents a whole-of-State Government approach to the management of the future urban form within the sub-region. It will be subject to further refinement prior to its finalisation and endorsement as a sub-regional structure plan.

The Central Sub-regional Planning Framework focuses on achieving higher densities of employment and residential development (i.e. infill development and urban consolidation)

in appropriate places within a predominantly built-up environment while making better use of established infrastructure over the long term.

Importantly, urban consolidation areas have been determined in conjunction with the State Government's current Strategic Assessment of the Perth and Peel Regions to avoid and protect areas of significant regional environmental value.

I encourage all stakeholders to consider the proposals contained in these important strategic plans and provide comments and feedback during the three-month consultation period.



A handwritten signature in black ink, which appears to read 'Eric Lumsden'.

Eric Lumsden, PSM

Chairman, Western Australian Planning Commission



# *INTRODUCTION*

Towards Perth and  
Peel@3.5million



The Central Sub-regional Planning Framework aims to establish a long-term integrated planning framework for land use and infrastructure, with a focus on guiding future infill growth in the Central sub-region



## 1.1 FRAMEWORK FOR A CITY OF 3.5 MILLION PEOPLE

Western Australia's Perth and Peel regions boast an abundance of physical attributes and offer numerous economic and social opportunities which have combined to provide an enviable lifestyle and quality of life which is recognised internationally. Critical to this success has been careful planning that has provided housing and employment opportunities and protection of environmental attributes. Perth and Peel are expected to experience considerable population growth with a population of 2.9 million expected by 2031 and 3.5 million expected by 2050. To accommodate the projected population growth and to protect lifestyle values into the future, new approaches to planning and development will be required.

The *Central Sub-regional Planning Framework* (the framework) is one of four frameworks prepared for the Perth and Peel regions (Figure 1). Together with the three frameworks for the outer sub-regions — North-West, North-East and South Metropolitan Peel (which combines the South-West, South-East and Peel sectors) — the framework aims to establish a long-term integrated planning framework for land use and infrastructure, with a focus on guiding future infill growth in the Central sub-region.

The framework builds upon the principles of *Directions 2031 and Beyond* and is a key instrument for achieving a more consolidated urban form that will reduce dependence on new urban greenfield developments. It provides the strategic spatial framework which will guide local governments in achieving optimal urban consolidation over the long term. The framework has been prepared utilising economic modelling based on the overall urban growth scenario for a city of 3.5 million.

The framework will assist in the delivery of planning reforms and guide strategic planning by:

- providing a consistent, transparent and objective approach to planning for urban growth across local government boundaries;
- enabling local governments to align local planning strategies and schemes with State Government policy; and
- providing a long-term growth plan that assists State Government utilities and infrastructure agencies to identify where upgrades or new infrastructure is required to support short, medium and longer term infill development.



## 1.2 CENTRAL SUB-REGIONAL PLANNING FRAMEWORK

The extent and shape of the Central sub-region is defined by 19 local government authorities (Figure 2) and proposes infill across suburbs within the sub-region.

The Central sub-region is characterised by some of Western Australia's oldest urban settlement and has a high level of amenity due to its proximity to the river and the coast. It has historically been where urban development has been concentrated. The sub-region contains the central business district (CBD), has the highest population and employment densities and is the focus of the metropolitan radial public transportation network.

The framework aims to guide future infill growth in the Central sub-region in order to maintain Perth's liveability and create a more sustainable city in the longer term. It provides the spatial framework which identifies the most appropriate locations for infill within the sub-region.

The framework aims to bring people and places of activity within easy reach of each other and make better use of the existing infrastructure and amenities. It promotes higher densities and a diversity of housing and employment that will meet the needs of future generations and enhance Perth's reputation as an attractive place to live.

It aims to minimise the impact on existing suburbs and retain the existing built-up residential character and amenity by:

- identifying where urban consolidation needs to occur in activity centres, public transport corridors and station precincts, and where targeted increases in the density and diversity of mixed-use development, housing and employment have the most potential to occur;
- ensuring urban consolidation areas have access to existing and future quality public transport including bus and rapid bus transit routes, future light rail and passenger rail; and

- protecting the green network of high-quality natural areas such as parks, rivers, beaches and wetlands and the potential linkages between these areas.

Infill opportunities are not limited to the Central sub-region and it is envisaged that the other sub-regional local government authorities will adopt the principles of the framework and identify infill opportunities within the existing built environments.

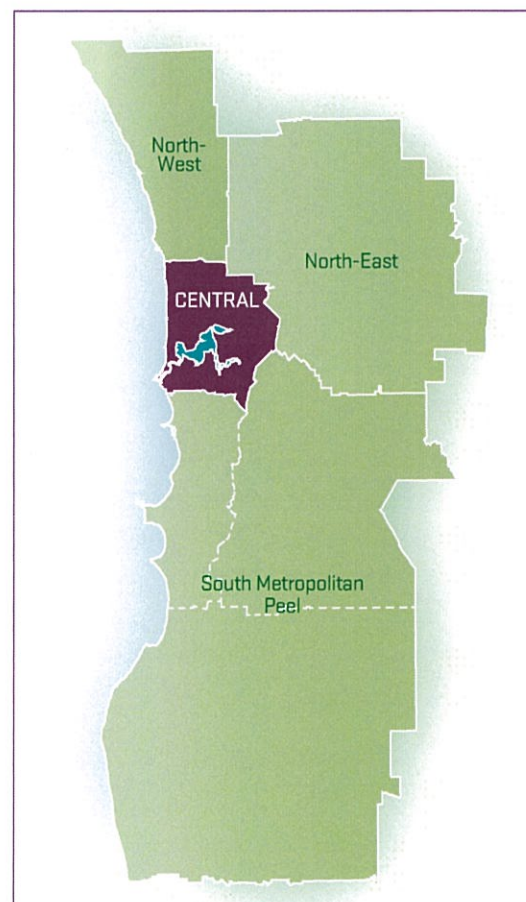


FIGURE 1: LOCALITY MAP OF THE CENTRAL AND OUTER SUB-REGIONS

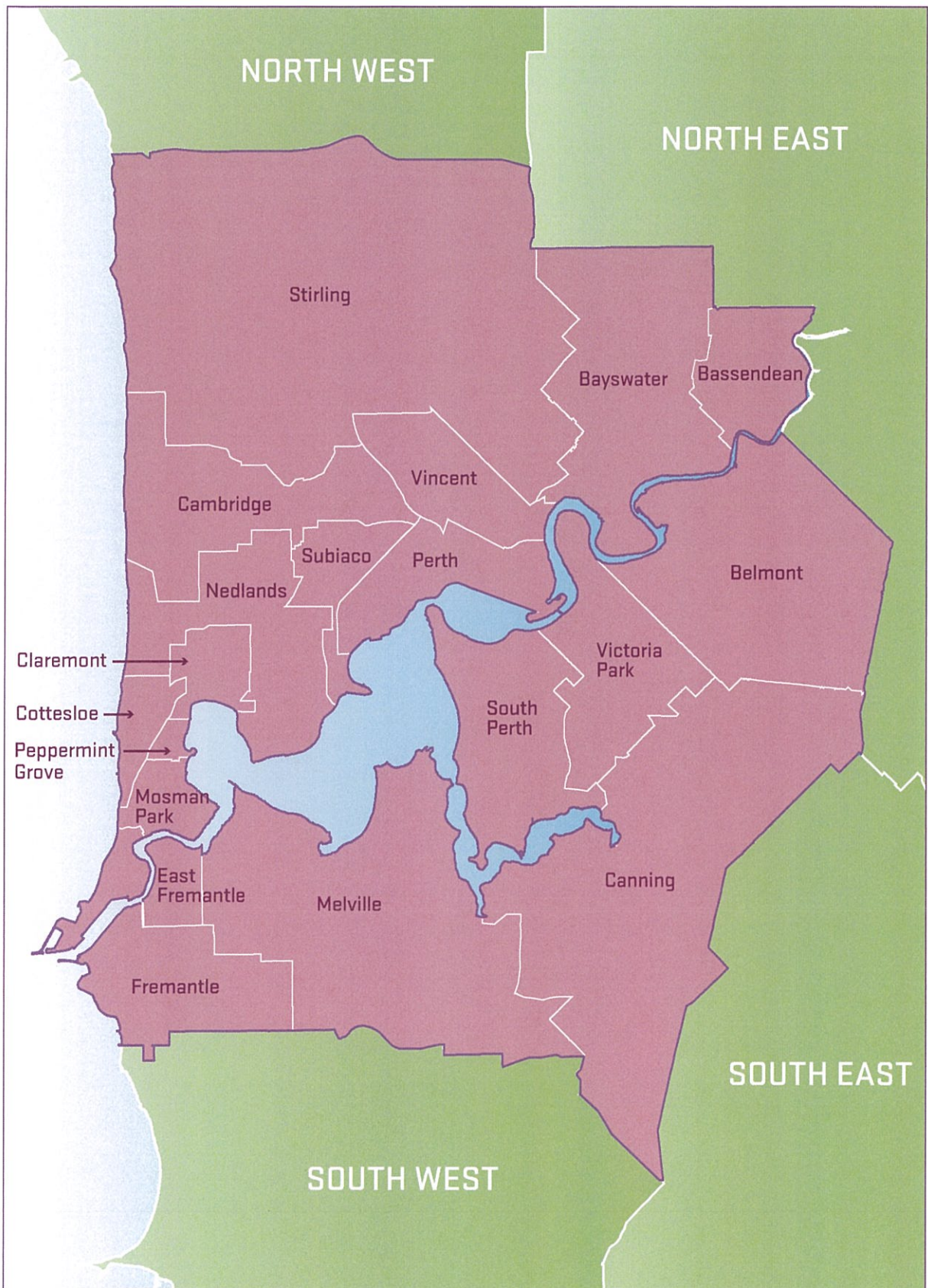


FIGURE 2: LOCAL GOVERNMENT AUTHORITIES IN THE CENTRAL SUB-REGION





# *PLANNING CONTEXT*

Towards Perth and  
Peel@3.5million



The main objective is to promote a balanced, consolidated development approach that effectively accommodates a larger proportion of new dwellings within existing urban areas.



## 2.1 WESTERN AUSTRALIAN PLANNING FRAMEWORK

The sub-regional planning frameworks, when finalised as sub-regional structure plans, will be recognised within the Western Australian planning framework (Figure 3) under *State Planning Policy 1 State Planning Framework (Variation No. 2)* and taken into account when strategies, policies and plans that apply to the sub-region are prepared or reviewed.

The structure plans will provide strategic guidance to government agencies and local governments on land use, land supply, land development, environmental protection, infrastructure investment and the delivery of physical and community/social infrastructure for each sub-region.

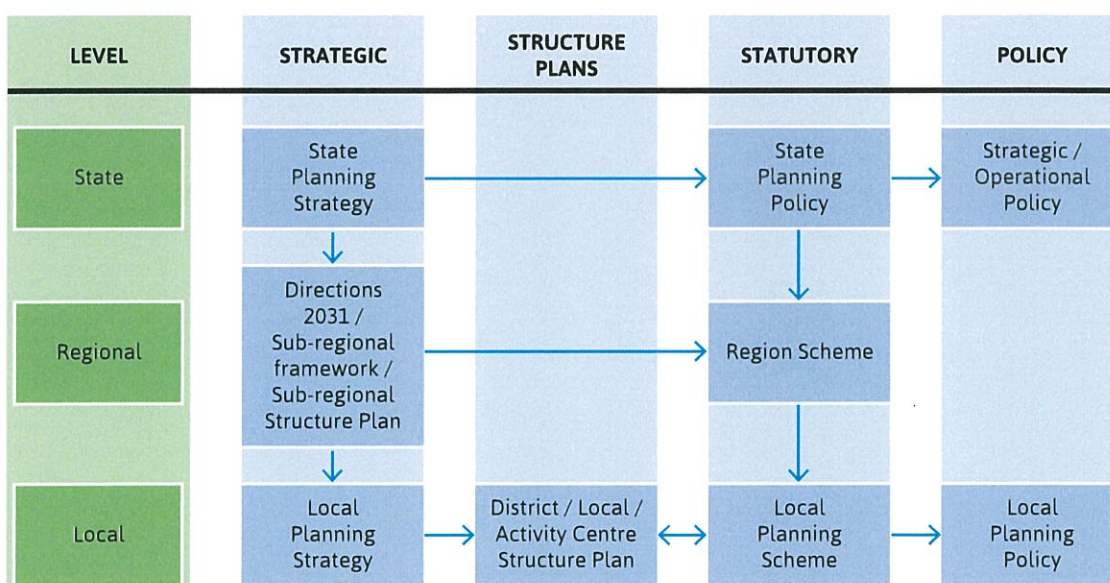


FIGURE 3: WESTERN AUSTRALIAN PLANNING FRAMEWORK

Towards Perth and Peel@3.5million

## 2.2 DIRECTIONS 2031 AND BEYOND

To better manage the future urban form of the city, *Directions 2031 and Beyond* identifies a 'connected city' as the preferred future growth scenario and recognises the need to plan for land and housing opportunities to accommodate a doubling of the Perth and Peel regions' population to 3.5 million<sup>1</sup>. This pattern of urban growth will:

- deliver both infill and fringe lifestyle opportunities;
- enable the protection of areas of conservation and agricultural significance;
- increase land use and infrastructure efficiencies; and
- enable public transport and land use integration.

The main objective is to promote a balanced, consolidated development approach that effectively accommodates a larger proportion of new dwellings within existing urban areas.

In order to balance greenfield and infill development, *Directions 2031 and Beyond* seeks a shift in historical infill and greenfield development trends. The strategic policy includes a key target for 47 per cent of all new growth being achieved through infill development.

A connected city will feature:

- A strong central city that is the business, financial, lifestyle, service, cultural and entertainment centre of the State.
- A network of highly connected activity centres that deliver employment, entertainment and higher density lifestyle choices. These centres will be well-designed, compact, vibrant, pedestrian and cycle-friendly environments that have high-quality public transport and road linkages.

- Connected, specialised hubs of innovation, education, health, research and technology that are well-designed and located to enable access to skilled labour and infrastructure, and encourage informal knowledge transfer networks.
- Designated urban areas that deliver a range of contemporary lifestyle choices from low-density suburban to medium and high-density urban lifestyles in strategically-located areas.
- High-quality local infrastructure networks including roads, public transport, energy, water and communications, and globally competitive, highly-accessible airport and port infrastructure.
- Urban form that maximises the use of existing infrastructure assets and invests in the upgrade of existing infrastructure in parallel with expanding infrastructure into the fringe locations identified in the relevant sub-regions.

## 2.3 METROPOLITAN REGION SCHEME

The statutory regional planning scheme for the Perth metropolitan region is the *Metropolitan Region Scheme* (MRS). The MRS is the principal statutory mechanism for the implementation of future strategic land use and infrastructure proposals. The scheme provides for the acquisition of land (and waterways) where reserved for public purposes including regional open space, public uses and infrastructure.

Local government planning, including local planning schemes, is required to be consistent with the broad land uses assigned under the MRS.

---

<sup>1</sup> Western Australian Planning Commission 2010, *Directions 2031 and Beyond: Metropolitan Planning Beyond the Horizon*, Western Australian Planning Commission, Perth.



## 2.4 METROPOLITAN REDEVELOPMENT AUTHORITY

Under the provisions of the *Metropolitan Redevelopment Authority Act 2011*, the Metropolitan Redevelopment Authority (MRA) is responsible for implementing a number of schemes across the Central sub-region. The MRA currently administers three schemes in the sub-region, covering East Perth, Subiaco and Scarborough, which include nine redevelopment areas. In these areas, the MRS and the requisite local planning scheme do not apply and development approvals are the responsibility of the MRA or Minister for Planning, depending on the nature of the development. The Central Perth Redevelopment Scheme area includes the major projects of Elizabeth Quay, Riverside and Perth City Link, as well as Chinatown, New Northbridge and the East Perth Power Station.

In addition, there are other metropolitan redevelopment areas that are administered by other authorities. For example Perry Lakes redevelopment area is managed by LandCorp on behalf of the Western Australian Planning Commission.



## 2.5 STRATEGIC ASSESSMENT OF THE PERTH AND PEEL REGIONS

The *Strategic Assessment of the Perth and Peel Regions* is a holistic response to the environmental approval requirements that have effect under Commonwealth and State government legislation (the *Environmental Protection and Biodiversity Conservation Act 1999* and the *Environmental Protection Act 1986*, respectively).

The strategic assessment has assisted in the preparation of a proposed spatial plan for the long-term development of the Perth and Peel regions. In conjunction with key principles established in *Directions 2031 and Beyond*, the spatial plan has formed the basis for the preparation of the frameworks and the classes of action under assessment by the strategic assessment. The framework and the assessment both aim to deliver a more consolidated urban form to achieve a more efficient and cost-effective urban structure that also protects environmental values.

The spatial plan has also been shaped and refined by other key considerations, including:

- the relationships between future urban land and existing development and infrastructure;
- existing key planning commitments such as previously approved sub-regional and district structure plans;
- fundamental geographic and related considerations that confine most urban development to the coastal plain;
- the expectation that servicing agencies will work collaboratively to maximise future shared infrastructure corridors and sites;
- containment of urban development to minimise further sprawl;
- an assessment of the capacity of existing urban land to meet future requirements for housing and population growth — and the amount of additional urban land required;
- a systematic analysis of urban values — by rating the potential of all land in the Perth and Peel regions to contribute to, and capitalise on, an efficient urban form;

## 2.6 PRECEDING SUB-REGIONAL FRAMEWORKS, STRUCTURE PLANS AND STRATEGIES

- detailed examination of significant environmental values, as described by the Department of Parks and Wildlife and the Office of the Environmental Protection Authority;
- a review of land requirements for economic and employment opportunities;
- an examination of the capacity of regional infrastructure to service future growth;
- investigations of cost considerations in relation to urban form; and
- investigations into the demand and supply of basic raw materials.

The spatial plan also addresses the need to:

- recognise existing regional open space areas and identify those that will be required in the future;
- avoid regionally significant vegetation areas and wetlands;
- protect regionally significant landscape values;
- safeguard high-priority groundwater resources;
- retain options for long-term infrastructure corridors and installations;
- avoid land use conflicts by taking into account buffer requirements such as those required for industry, airports and wastewater treatment plants; and
- exclude development from floodways and other low-lying areas.

The strategic assessment will also take into account transport proposals, including regional roads and public transportation networks, as well as proposals for long-term service infrastructure. The strategic assessment involves the preparation of a Matters of National Environmental Significance plan and related impact assessment report. The outcomes of this work will be reflected in the final sub-regional structure plans (where appropriate).

The high-level strategic documents that have previously guided the planning of the sub-region include the *draft Central Metropolitan Perth Sub-regional Strategy* (2010), *Economic and Employment Lands Strategy: Non-heavy Industrial* (2012) and the *Capital City Planning Framework: A Vision for Central Perth* (2013). Land use and infrastructure proposals and planning principles within these documents have been refined and, where necessary, reviewed within the framework.

The *Capital City Planning Framework*<sup>2</sup> provides strategic direction and spatial guidance for the future planning of Perth over an area measuring 12 kilometres by 12 kilometres of the geographic centre of Perth. This portion of the metropolitan area is overseen by 12 local governments and four administrative authorities.

The *Capital City Planning Framework* highlights key city precincts and identifies key spatial elements to set a broad direction and principles that support an inclusive approach to the planning of all of central Perth. This framework builds on the principles and the objectives of the *Capital City Planning Framework* that pave the way to accommodate a growing and diverse residential population.

<sup>2</sup> Western Australian Planning Commission 2013, *Capital City Planning Framework: A Vision for Central Perth*, Western Australian Planning Commission, Perth.



## 2.7 OTHER REGIONAL INITIATIVES

The draft Central Sub-regional Planning Framework has been developed in collaboration with other State Government agencies and takes into account a number of important initiatives such as:

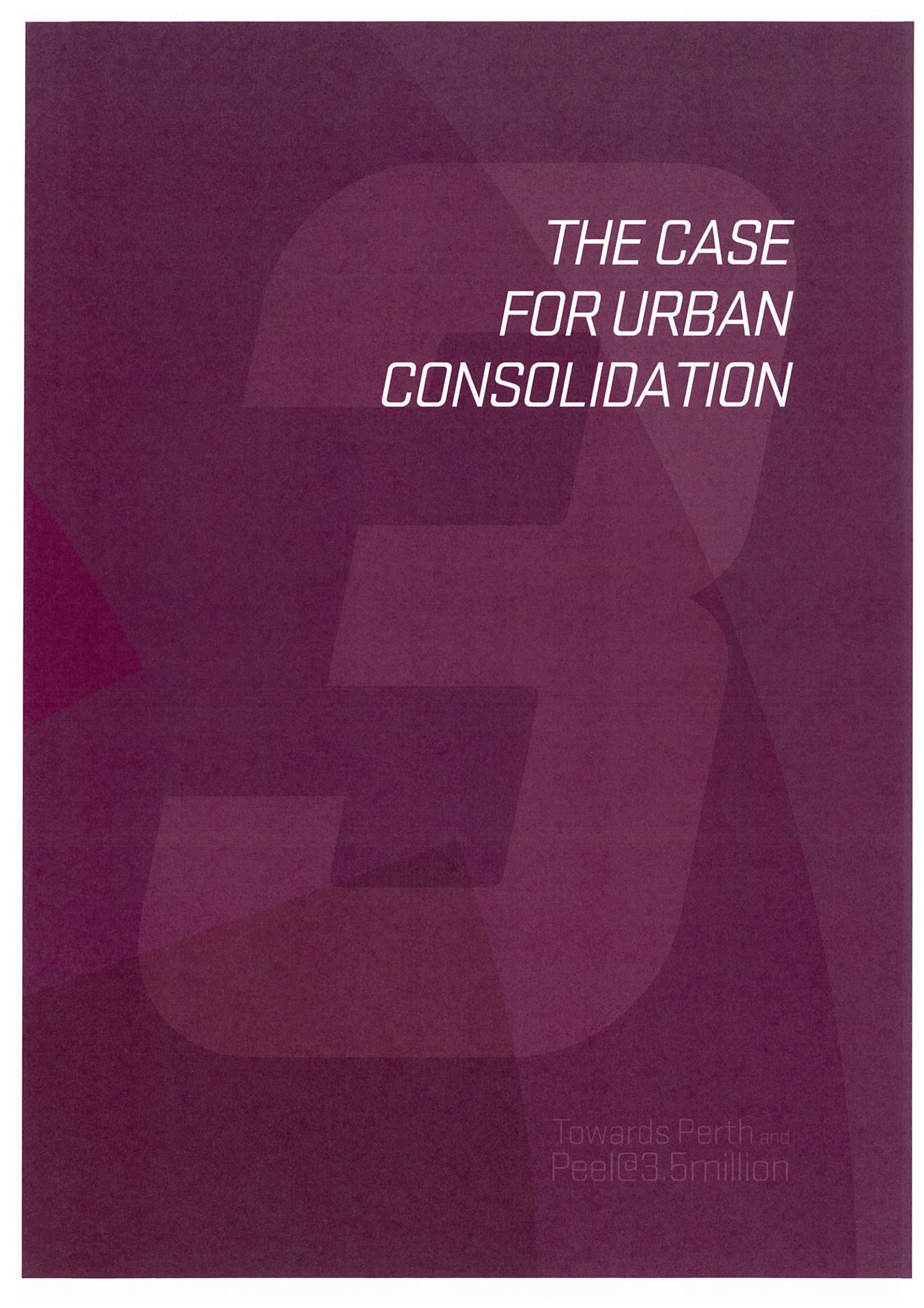
- long-term transport planning for Perth and Peel (Department of Transport), which is advancing planning for strategic road and public transport linkages that will complete the transport network for a city of 3.5 million and beyond; and
- *Draft Metropolitan Freight Transport Network Plan* (Department of Transport), which provides freight initiatives and anticipated timings for the Perth and Peel regions to 2031.

Where possible these State initiatives have been incorporated within the framework. At the time the framework is finalised, these, along with the strategic assessment proposals, will be incorporated where appropriate.

Towards Perth and  
Peel@3.5million







# *THE CASE FOR URBAN CONSOLIDATION*

Towards Perth and  
Peel @ 3.5 million



Urban consolidation is the process of increasing or sustaining the density of housing in established residential areas. Its ultimate aim is to reduce development in greenfield areas at the edge of the city. It is often realised by higher-density employment and residential development and urban renewal initially along transport routes.



### 3.1 URBAN GROWTH

The existing built-up urban area of the Perth and Peel regions stretches for more than 150 kilometres from north to south. Perth is an example of a sprawling city, where around 80 per cent of housing supply is in the form of detached dwellings and greenfield development on the urban fringe has historically accounted for around 70 per cent of all new development.<sup>3,4</sup>

In the past, Australians have traditionally preferred the quarter acre block, where the benefits of being able to have a larger home and a big backyard with lots of open spaces nearby are the foundations of the 'great Australian dream'. However, the business-as-usual approach which allows the city to continue to sprawl is not sustainable.

3 Rowley, Steven & Phibbs, Peter 2012, *Delivering Diverse and Affordable Housing on Infill Development Sites* (Final Report No. 193), Australian Housing and Urban Research Institute, Melbourne.

4 Western Australian Planning Commission 2014, 'Executive Summary', *Urban Growth Monitor: Perth Metropolitan, Peel and Greater Bunbury Regions* July 2014, Western Australian Planning Commission, Perth.



One of the key consequences of a low-density expansive city with a dominant CBD is traffic congestion. While the Perth CBD and immediate surrounding areas, including Northbridge, West Perth and East Perth, account for around 15 per cent (or 125,000 jobs) of the region's employment, 98 per cent of the region's total workforce does not live within the CBD. Of those that do work in the CBD and surrounds, around 40 per cent (48,000 workers) travel from outside the Central sub-region<sup>5</sup>.

Therefore, a more balanced approach to urban growth is needed and can be achieved through identifying appropriate urban consolidation areas in close proximity to quality public transport.

The framework supports a more sustainable city and proposes to:

- facilitate more housing choice through increasing the supply of one and two-bedroom dwellings;

<sup>5</sup> Australian Bureau of Statistics 2011, Census of Population and Housing, table generated 15 November 2012 using Local Government Areas (2011 Boundaries) (UR) and Occupation (OCCP) by Local Government Areas (2011 Boundaries) (POW) cat. No. 2006.0

- make better use of existing infrastructure, in particular the public transport network to serve more commuters travelling between home, work, shops and other facilities and amenities; and
- encourage the distribution of employment across all activity and industrial centres to create the opportunity for people to live closer to where they work.

### 3.2 CHANGES IN DEMOGRAPHICS

The Central sub-region is the key population, economic and business hub of the Perth and Peel regions. With an estimated population of 782,974 people in 2011, it accounted for 42.6 percent of the total population in the Perth metropolitan and Peel regions.

Economic conditions and population growth drive demand for land for residential, industrial and commercial uses. The Perth and Peel regions are set to experience significant demographic changes. Nationally there are trends towards an increasing number of one-person households, an ageing population, and continued immigration. Assuming these trends continue, these changes will be evidenced within the Perth and Peel regions.

Since 2005, Perth's population growth has been driven by a steady birth-rate, a strong economy and enviable lifestyle drawing people from interstate and overseas. The population in the Central sub-region is projected to grow by more than 400,000 people between 2011 and 2050 — from around 785,000 to nearly 1.2 million people — with the City of Perth projected to record the fastest growth (almost tripling in size).

Planning to accommodate the ageing population and the rise in the one-person households is a major challenge for all Australian capital cities. For example, with the rise in the number of one-person households, there will likely be greater demand for smaller dwellings located in areas with high levels of social infrastructure and amenity.

As a result of such demographic changes, there may be growing demand for housing in areas with convenient access to a range of services (particularly community and health) or for





different styles of housing (for example, smaller dwellings which are easier to maintain) to be permitted so that people can downsize from the traditional three or four-bedroom home but remain in the same suburb.

As the composition of the population changes, planning must respond by anticipating the evolving needs and making provision for increased diversity of housing, that is, different types of housing in terms of size and type and/or the location of homes.

### 3.3 HOUSING AFFORDABILITY AND DIVERSITY

The Central sub-region offers better access to quality public transport and close proximity to the CBD, which can make transport and other living costs lower than they are for households in outlying suburbs. However, the higher cost of renting or buying in the Central sub-region means that many lower income households do not have the option of living in the area and may be displaced to the outer suburbs.

One response to the affordability issue is the introduction of greater housing diversity within the existing urban environment, which is a key principle of the framework. Smaller dwellings like townhouses, apartments and ancillary dwellings (granny flats) tend to be more affordable than larger homes and can provide opportunities for lower income households to live in the Central sub-region.

The move towards encouraging more small and diverse housing types is supported by the findings of a recent study where the majority of respondents indicated that they would prefer to live in the Central sub-region but could not afford to do so<sup>6</sup>. The survey showed that location was the most important factor in housing decisions for most respondents, and that many were prepared to trade off house size or type in order to live in their preferred area.

A small but growing trend towards multi-generational households (where two or sometimes three generations of adult family members live in the same house) poses a different set of challenges for diversity, as these households may require larger homes that can be adapted as needs change over time.

### 3.4 HERITAGE

Perth has a colourful history and is rich in historic buildings and landscapes that need to be preserved for future generations. These places represent Perth's heritage and give the community a strong sense of place. Considerable opportunities exist within the proposed urban consolidation areas to add new homes in under-utilised urban spaces. Where these urban spaces contain heritage places, new development can benefit from existing heritage value and character.

The framework acknowledges that there are benefits and opportunities that come with the adaptive reuse of heritage places, including sustainability benefits through retention of an existing building and reduced demolition waste. A number of design incentives and bonuses are also available to encourage revitalisation of heritage places. Adaptive reuse, where it can be achieved while respecting the heritage values of a place, is actively supported by the Heritage Council of Western Australia.

<sup>6</sup> Department of Planning & Department of Housing 2013, *The Housing We'd Choose: A Study for Perth and Peel*, Department of Planning & Department of Housing, Perth.







# *URBAN CONSOLIDATION*

Towards Perth and  
Peel @ 3.5million

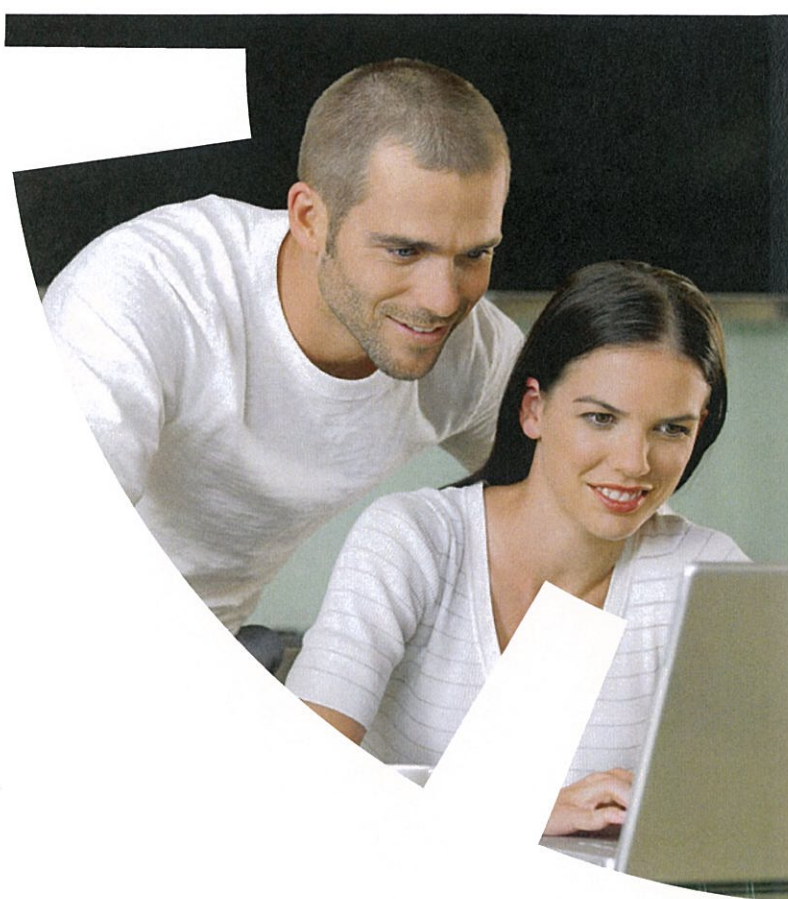


The framework guides the use of infill as a key means to achieve the preferred connected city growth pattern.

The framework is made up of five distinct elements of urban consolidation: activity centres, corridors, station precincts, industrial centres and the green network (Figure 4). Together, these elements form a framework that identifies where growth in the medium-to-long term should occur. The objective is to guide long-term planning for housing, employment and infrastructure to serve a growing population and assist local planning to align with State planning objectives.

Preparation of the framework involved an examination of existing local planning schemes and local planning strategies to consider existing and proposed local planning for housing and employment. It (Figure 5) defines

areas where an increased focus on housing, employment and associated amenity (not just essential services such as transport, water and electricity but also open space, schools and shops) should occur.



Urban consolidation elements	Description
<b>Activity centres</b>	Activity centres are hubs that attract people for a variety of activities, such as shopping, working, studying and living. These centres mainly consist of a concentration of commercial uses combined with a varying proportion of other land uses such as residential, schools and open space. The role and function of these centres and the diversity of activities within them varies depending on their catchment.
<b>Corridors</b>	<i>Directions 2031 and Beyond</i> identifies key public transport corridors as providing significant opportunities to accommodate increased medium-rise higher density residential development. Corridors provide connections between activity centres and maximise the use of high-frequency public transport. Corridors shown in the framework represent existing and future corridors served by good quality, high-frequency public transport.
<b>Station precincts</b>	Station precincts are areas surrounding train stations and major bus interchanges with the potential to accommodate transit oriented development (TOD) but which are not identified as activity centres.
<b>Industrial centres</b>	Industrial centres are the areas zoned industrial or urban under the region scheme. As there is little land available within the Central sub-region to cater for further industrial development, there is a need to plan, protect and preserve industrial centres within close proximity to primary arterial routes in to and out of the central city in order to maintain employment diversity.
<b>Green network</b>	New population growth needs to be supported by a green network of public and private open spaces. The green network includes Bush Forever sites, national and regional parks, district and local parks, sports fields, school grounds, community facilities, golf courses, foreshores and beachfront areas connected by streetscapes, trails, cycle paths and pedestrian footpaths.

FIGURE 4: URBAN CONSOLIDATION FRAMEWORK ELEMENTS



## 10 URBAN CONSOLIDATION PRINCIPLES HAVE BEEN APPLIED IN THE PREPARATION OF THE FRAMEWORK

### 1. Housing

Provide for a diversity of quality higher-density residential housing to match the changing demographics of the population and ensure that the scale and design of development integrates into the surrounding neighbourhood.

### 2. Character and heritage

Ensure the attractive character and heritage values within suburbs are retained and minimise changes to the existing urban fabric.

### 3. Activity centres

Support urban and economic development of the activity centres network as places that attract people to live and work by optimising land use and transport linkages between centres; and avoiding contiguous linear or ribbon development of commercial activities beyond activity centres.

### 4. Station precincts

Where appropriate, focus development in and around station precincts (train stations or major bus interchanges) and promote these precincts as attractive places to live and work by optimising proximity to public transport while ensuring minimal impact on the operational efficiency of the regional transport network.

### 5. Industrial areas

Maintain the current supply of industrial areas as key employment nodes and prevent incompatible residential encroachment on these areas.

### 6. Public transport

Ensure that existing and planned high-quality, high-frequency public transport routes are supported by quality higher-density residential land uses and identify where new public transport services will be needed to meet long-term growth.

### 7. Transport corridors

Protect existing and proposed major transport corridors and freight operations from incompatible urban encroachment and avoid buffers to promote a system where land use developments and transport infrastructure are mutually compatible.

### 8. Infrastructure

Ensure more efficient use of existing and planned service and social infrastructure to achieve a more sustainable urban environment.

### 9. Green network

Preserve and enhance the green network of parks, rivers, recreation areas, conservation and biodiversity areas, and areas with a high level of tree canopy coverage.

### 10. Protection

Avoid, protect and mitigate environmental attributes and promote development that contribute to maintaining air quality and minimises risks of inundation from sea-level rise, flooding or storm surge events and that minimises the risks of bushfire damage.



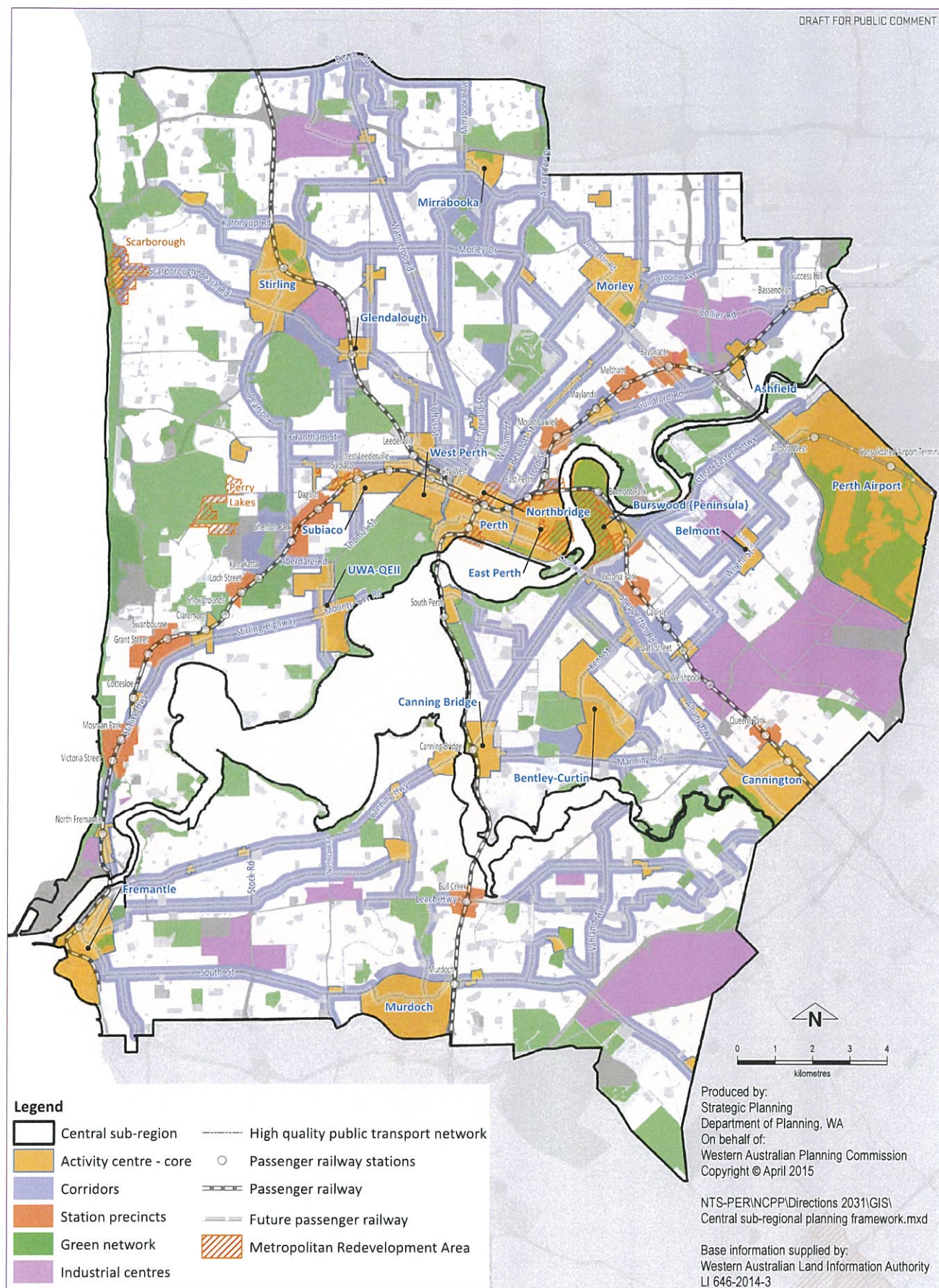


FIGURE 5: CENTRAL SUB-REGIONAL PLANNING FRAMEWORK



## 4.1 ACTIVITY CENTRES

Activity centres play a crucial role in the provision of employment and creation of a sense of place by providing social and business activities and services. For this reason, the framework places a focus on increasing residential development in and surrounding activity centres linked by a robust movement network.

*State Planning Policy 4.2 Activity Centres for Perth and Peel* defines a hierarchy of centres based on the future importance of each centre from a network perspective and the magnitude of development expected for a centre. The hierarchy (Figure 6) provides a guide for public authorities in the preparation of long-term capital investment programs and to promote more private investment. The policy provides minimum and desirable residential density targets and mixed-use land use targets (refer to Appendix 1) for each level of the hierarchy as a guide for planning and development.

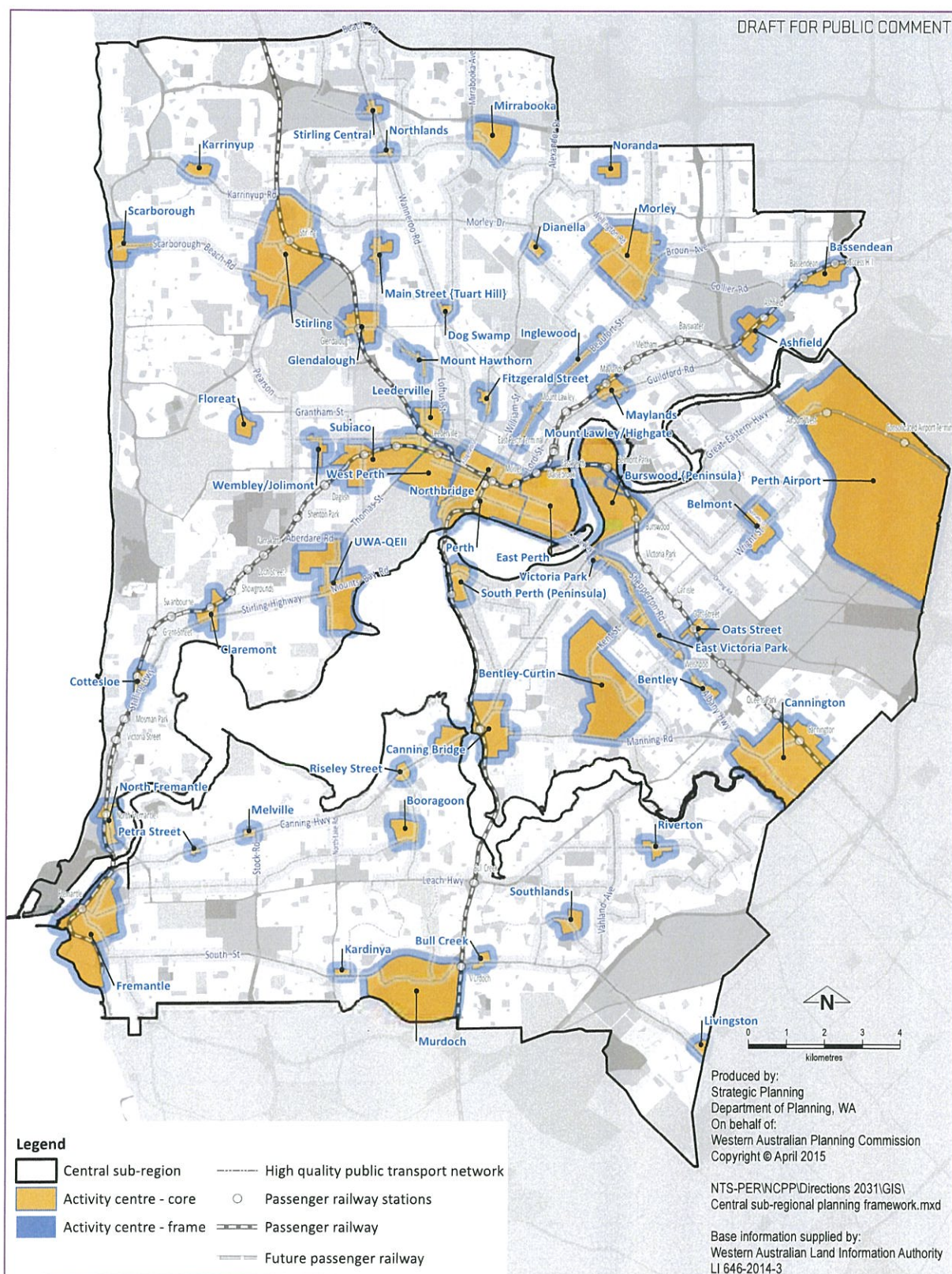
In addition to Perth capital city, there are 50 activity centres across the Central sub-region. Neighbourhood centres are not included in the framework, as these are more appropriately planned at the local level.



Hierarchy	Activity centres in the Central sub-region			
<b>Capital city</b>	Perth (includes East Perth, Northbridge and West Perth)			
<b>Strategic metropolitan centre</b>	Cannington	Fremantle	Morley	Stirling
<b>Specialised centre</b>	Curtin/Bentley	Murdoch	Perth Airport	UWA-QEII
<b>Secondary centre</b>	Belmont Booragoon	Claremont Karrinyup	Leederville Mirrabooka	Subiaco Victoria Park
<b>District centre</b>	Ashfield Bassendean Bentley Bull Creek Burswood (Peninsula) Canning Bridge Cottesloe Dianella Dog Swamp	East Victoria Park Fitzgerald Street Floreat Glendalough Inglewood Kardinya Livingston Main Street (Tuart Hill) Maylands	Melville Mount Hawthorn Mount Lawley/ Highgate Noranda North Fremantle Northlands Oats Street Petra Street Riseley Street	Riverton Scarborough South Perth Southlands Stirling Central Wembley/Jolimont West Leederville

FIGURE 6: ACTIVITY CENTRES IN THE CENTRAL SUB-REGION







## 4.2 DRAFT ACTIVITY CENTRE BOUNDARIES

The geographical boundaries of each strategic metropolitan, secondary, specialised and district centre in the hierarchy have been identified in order to spatially define and differentiate the extent of centres and corridors (Figure 7).

These 'core' draft centre boundaries have been based on an analysis of existing activity centre structure plans, zoning in local planning schemes, the extent of existing commercial areas and geographical constraints.

To simplify matters and maintain a level of consistency between different centres in terms of their spatial extent, a 'core and frame' approach (Figure 8) has been used to define the main commercial/mixed-use area and the surrounding immediate residential catchment.

In addition to the core boundary, a 'frame' around each centre indicates areas that should be investigated for higher residential densities. The frame area also provides an area for potential expansion of the core boundary over time as a centre grows. The frame is at least 200 metres around the core boundary (equivalent to the walkable catchment as outlined in *State Planning Policy 4.2 Activity Centres for Perth and Peel*) and contains predominantly residential land uses.

The core and frame of activity centres should be examined for opportunities to increase residential densities when reviewing a local planning strategy, local planning scheme and/or preparing an activity centre structure plan. It is within the core boundary that the density, design principles and provisions for the activity centres codes (R-AC code) in *State Planning Policy 3.1 Residential Design Codes* should be applied. The R-AC coding should vary across each activity centre to allow for variation in the built form and transition zones into the surrounding neighbourhood.

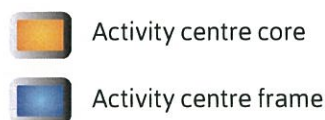


FIGURE 8: CORE AND FRAME OF ACTIVITY CENTRES



### 4.3 CORRIDORS

The framework supports the concept of transitioning key transport corridors into multi-functional corridors that allow for efficient movement and high amenity. The corridors are outlined in Figure 10. It identifies corridors that should be the focus for investigating increased densities and a greater mix of suitable land uses. Figure 9 illustrates a cross section or interface of a corridor as it transitions into the existing neighbourhood.

The presence of existing or planned high-quality public transport is an important consideration in determining whether a corridor is suitable for a more-compact and diverse urban form. A high-quality public transport service is one where one or more modes of travel (for example, bus, rail, light rail) are used in combination to:

- provide high levels of service frequency at all times of the week and generally higher frequency in peak periods;
- provide access to a reasonable variety of destinations including through multi-modal links (the movement of people by more than one method of transport); and
- operate with a high level of priority over private vehicles wherever possible.

The key to successful integration of urban consolidation along public transport corridors is to increase public transport patronage by offering an easily-accessible, safe and flexible alternative to private vehicle use.

The high-quality public transport network includes bus and rapid bus transit routes, passenger rail and future light rail routes. The identification of the routes aligns with the State's strategic plans relating to the movement of people and freight.

Examples of existing high-quality public transport routes include the combined bus routes (that is, one or more bus services) that run along the same section of road such as along Albany Highway, Beaufort Street and Charles Street. The framework plan also includes areas where high-quality public transport services will need to be planned for in the future to accommodate long-term growth. These areas include sections along Stock Road (between Leach Highway and Canning Highway) in Melville, Grantham Street (between Harborne Street and Selby Street) in Wembley and Wanneroo Road (between Reid Highway and Beach Road) in Balga.



FIGURE 9: CROSS SECTION ILLUSTRATING PROPOSED INTERFACE FROM CORRIDORS TO NEIGHBOURHOOD AREAS



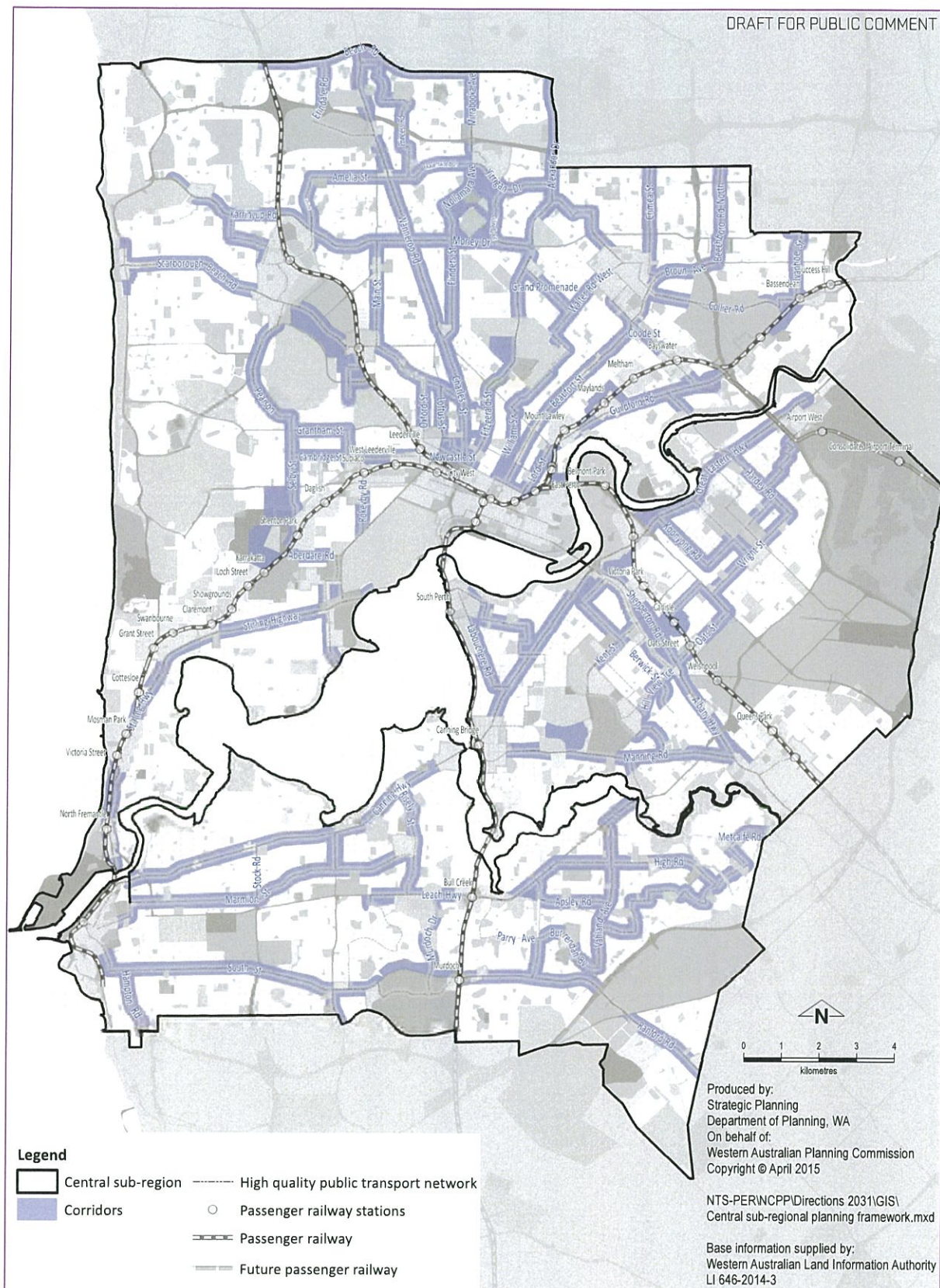


FIGURE 10: CORRIDORS MAP



#### 4.3.1 CORRIDOR FUNCTION

An understanding of the existing and future function of corridors from both a transport and land use perspective is needed in order to determine future growth opportunities. It is important that intensifying development does not adversely impact upon the efficient operation of the local and regional transport network. Maintaining and enhancing the urban amenity is also a key objective when considering areas for intensification.

Many of the corridors in the framework have been identified along existing routes within the metropolitan regional road network, including sections of Stirling Highway, Canning Highway, Leach Highway, Manning Road, Scarborough Beach Road and Beaufort Street.

The transport function can be highly variable both within and between different corridors. The transport function of a corridor is influenced by land use and is dependent on a number of factors, such as its location and role within the wider region, the length and width of the corridor, and volume of traffic and modes that use the corridor.

Some corridors are predominantly residential and may contain minor commercial or mixed-use development dotted along their length. Other corridors have a more equal balance of both residential and commercial land uses, while others contain mostly commercial and office development. Residential density also differs within and between corridors, as does the intensity and types of commercial uses.

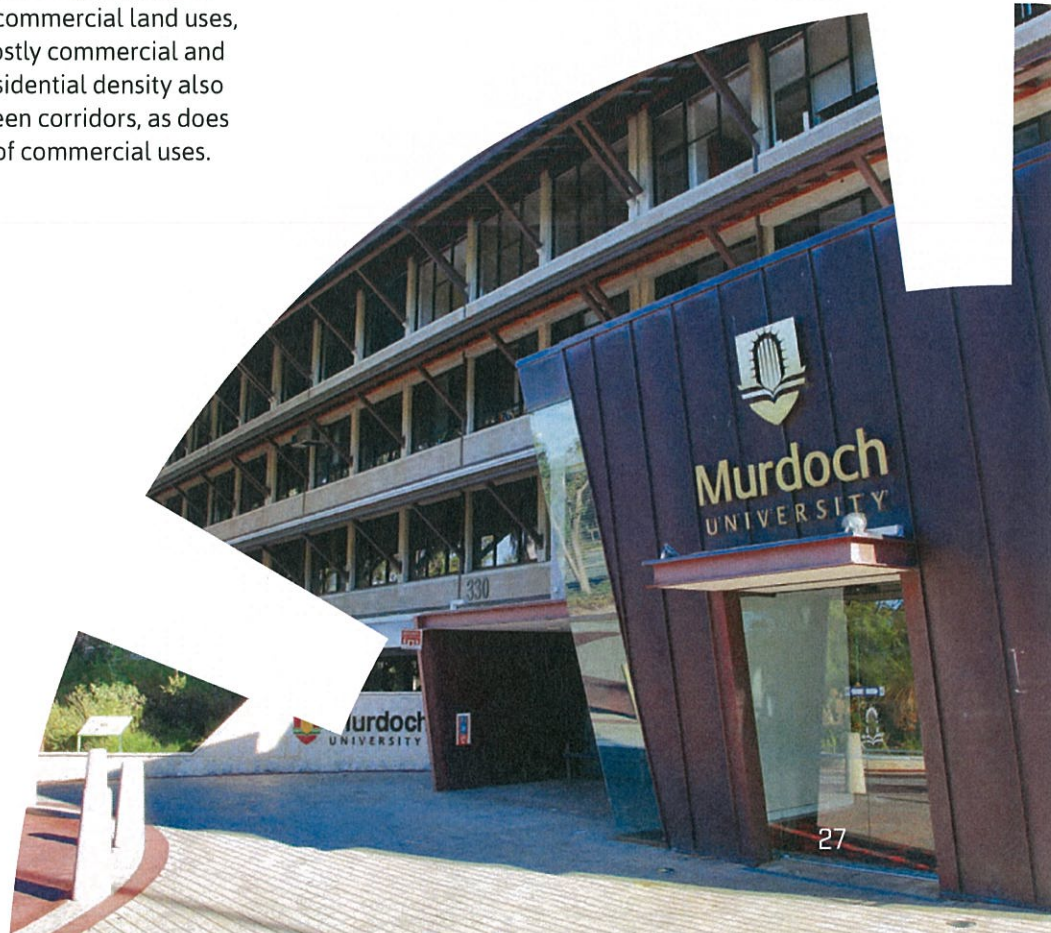
#### Activity corridors

In recent years the concept of activity corridors has been promoted as a way of achieving better transport and land use outcomes. Activity corridors provide a connection between centres and operate not just as roads for the movement of vehicles but as corridors for major infrastructure, locations for increased and diversified employment and places for people to live.

#### Planning for corridors

Corridor planning should be subject to simultaneous integrated land use and transport assessment that takes into account the transport component of the corridor space, the land use component of the corridor space, and the expected interaction between land use and transport.

To adequately service the proposed intensification/higher density housing development along corridors, a balanced transport/land use approach will be required to accommodate all transport modes, parking and utilities while also providing a high-amenity, people-friendly urban environment.





#### 4.3.2 VISIONS FOR PERTH'S CORRIDORS

If regeneration of the transport corridors is undertaken in accordance with the principles of the framework, the vision for these corridors as multi-functional assets could be realised. The following visualisations (figures 11–18) provide an indication of what corridors could look like in the long-term. New development could allow for greater activity at the street level, provide opportunities for new businesses and facilitate greater housing diversity.



FIGURE 11: ALBANY HIGHWAY/KENT STREET, VICTORIA PARK – EXISTING



FIGURE 12: ALBANY HIGHWAY/KENT STREET, VICTORIA PARK – VISION FOR HIGHER DENSITY URBAN CONSOLIDATION





FIGURE 13: ALBANY HIGHWAY, EAST VICTORIA PARK - EXISTING



FIGURE 14: ALBANY HIGHWAY, EAST VICTORIA PARK – VISION FOR HIGHER DENSITY URBAN CONSOLIDATION





FIGURE 15: CANNING HIGHWAY/RISELEY STREET, ARDROSS - EXISTING



FIGURE 16: CANNING HIGHWAY/RISELEY STREET, ARDROSS - VISION FOR HIGHER DENSITY URBAN CONSOLIDATION





FIGURE 17: MIRRABOOKA BUS STATION/TOWN CENTRE - EXISTING



FIGURE 18: MIRRABOOKA BUS STATION/TOWN CENTRE - VISION FOR HIGHER DENSITY DEVELOPMENT AND ACTIVATION OF PUBLIC SPACE WITHIN THE ACTIVITY CENTRE



#### 4.4 STATION PRECINCTS

Areas around train stations and other major public transport infrastructure have been identified as having the potential to accommodate increased development. Development around public transport infrastructure is often called transit-oriented development or TOD and is a type of development that includes a mix of housing, office, retail and/or other amenities integrated into a walkable neighbourhood.

Nominal areas of 400 metres in diameter around 15 train stations on the Fremantle, Midland and Armadale rail lines and around Bull Creek Station on the Mandurah rail line have been identified for urban consolidation within the Central sub-region (Figure 19). These are stations that are not already located within an activity centre. When looking at higher density development around station precincts, developers need to be aware of both the transport and land use function of the station at the local and regional level.

#### 4.5 STATION PRECINCT FUNCTION

It is important to understand the function of a station precinct in order to plan the right type of development. The aim is to create a high-amenity urban environment that also maintains or enhances a station's transport function within the broader transit network.

All the station precincts are defined by tracks that are on the same level (i.e. at grade) and bound by major roads. However, each station has its own unique environment. Some of the stations are located adjacent to level crossings, while Bull Creek Station is located in the middle of a freeway reserve and adjacent to overpasses and ramps. A significant bus interchange and/or park and ride facility is found at some stations. A number of the stations are surrounded by well-established high-value urban environments, while others have significant vacant land and show potential for urban redevelopment.

Transit-oriented development aims to:

- promote and facilitate public transport use;
- capitalise on the investment made in public transport infrastructure;
- encourage spatial development patterns that make it easier to both operate and access public transport;
- create transit stations as destinations;
- ensure development of complementary land uses around transit stations; and
- establish high levels of amenity, safety and permeability of the urban form.





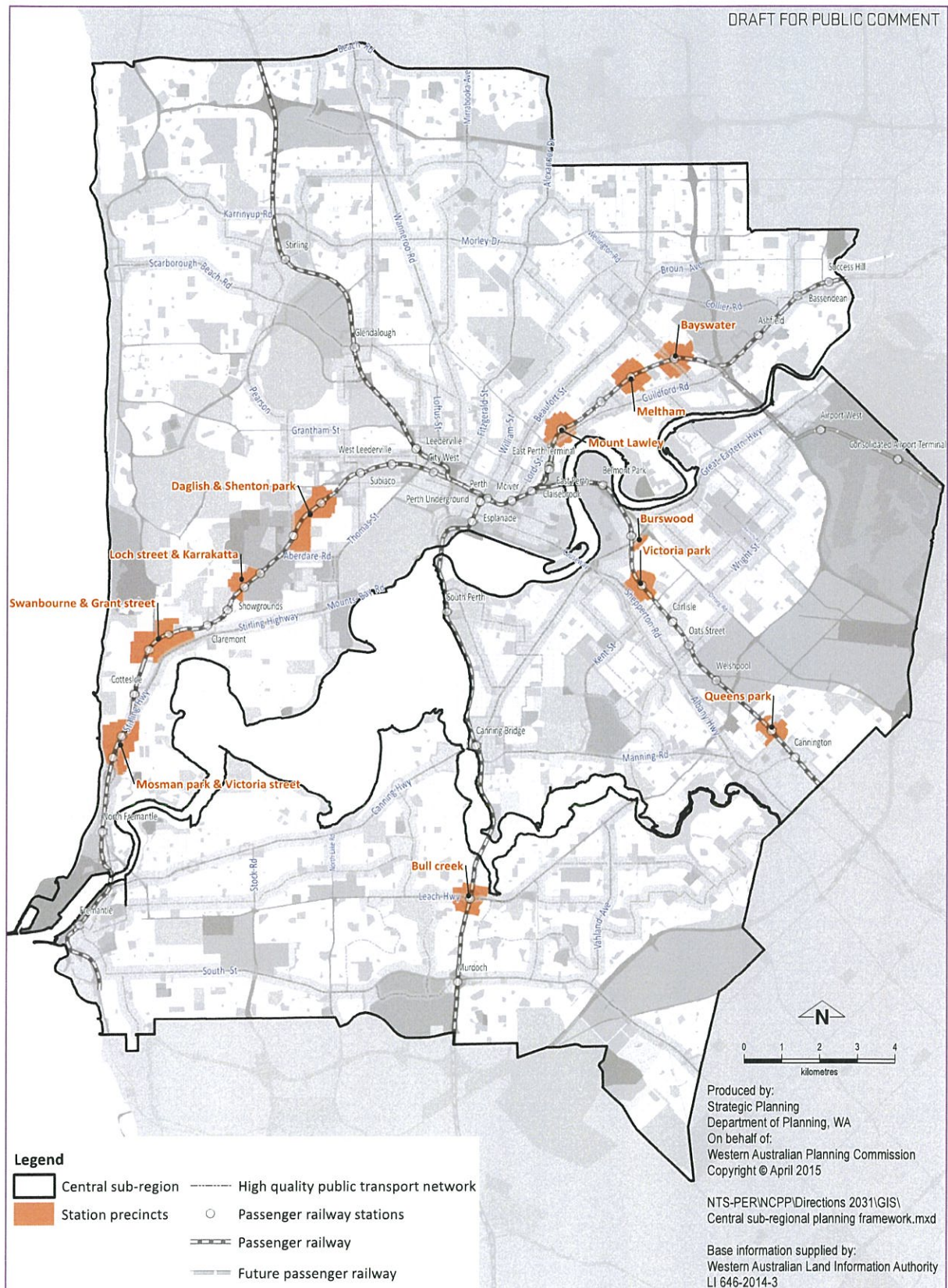


FIGURE 19: STATION PRECINCTS MAP



## 4.6 INDUSTRIAL CENTRES

Areas in the Central sub-region zoned industrial under the MRS are locations for a mix of land uses ranging from traditional manufacturing and industrial services to showrooms, warehouses and business parks. The intent of the industrial zoning is to separate what have traditionally been incompatible land uses from residential areas — ensuring that residential areas are not unduly impacted and industrial businesses can operate effectively.

In 2011, industrial zoned land in the Central sub-region provided 95,000 jobs — the highest number outside of the Perth and West Perth business districts. There is limited land available within the Central sub-region to cater for any future industrial growth, as most industrial sites are already nearing capacity. Most future demand for industrial land will be met by other sub-regions within Perth and Peel or through an intensification of land already used for industrial purposes within the sub-region.

Industrial areas in the Central sub-region benefit from proximity to the city centre, established road and rail transport links and access to the labour force. As residential and commercial development has expanded and intensified and market forces and changes to products and production processes have arisen, these industrial areas have come under increasing pressure.

There is a need for industrial land to be planned, protected and preserved within close proximity and adjacent to primary arterial routes into and out of the city centre in order to maintain employment diversity. In the Central sub-region, the conflict between high-end competing uses, such as residential and commercial, is placing pressure on the stock of industrial land that without intervention may be dramatically reduced.

The framework avoids future residential or commercial development encroachment on any land identified within the *Economic and Employment Lands Strategy*<sup>7</sup>, including industrial centres within the sub-region such as Canning Vale, Osborne Park, Myaree, North Fremantle, Riverton, Ashfield (Bayswater/Bassendean), O'Connor, Kewdale/Welshpool and Canning Vale South (Figure 20).

<sup>7</sup> Western Australian Planning Commission 2011, *Economic and Employment Lands Strategy: Non-heavy Industrial: Perth and Peel Regions*, Western Australian Planning Commission, Perth.





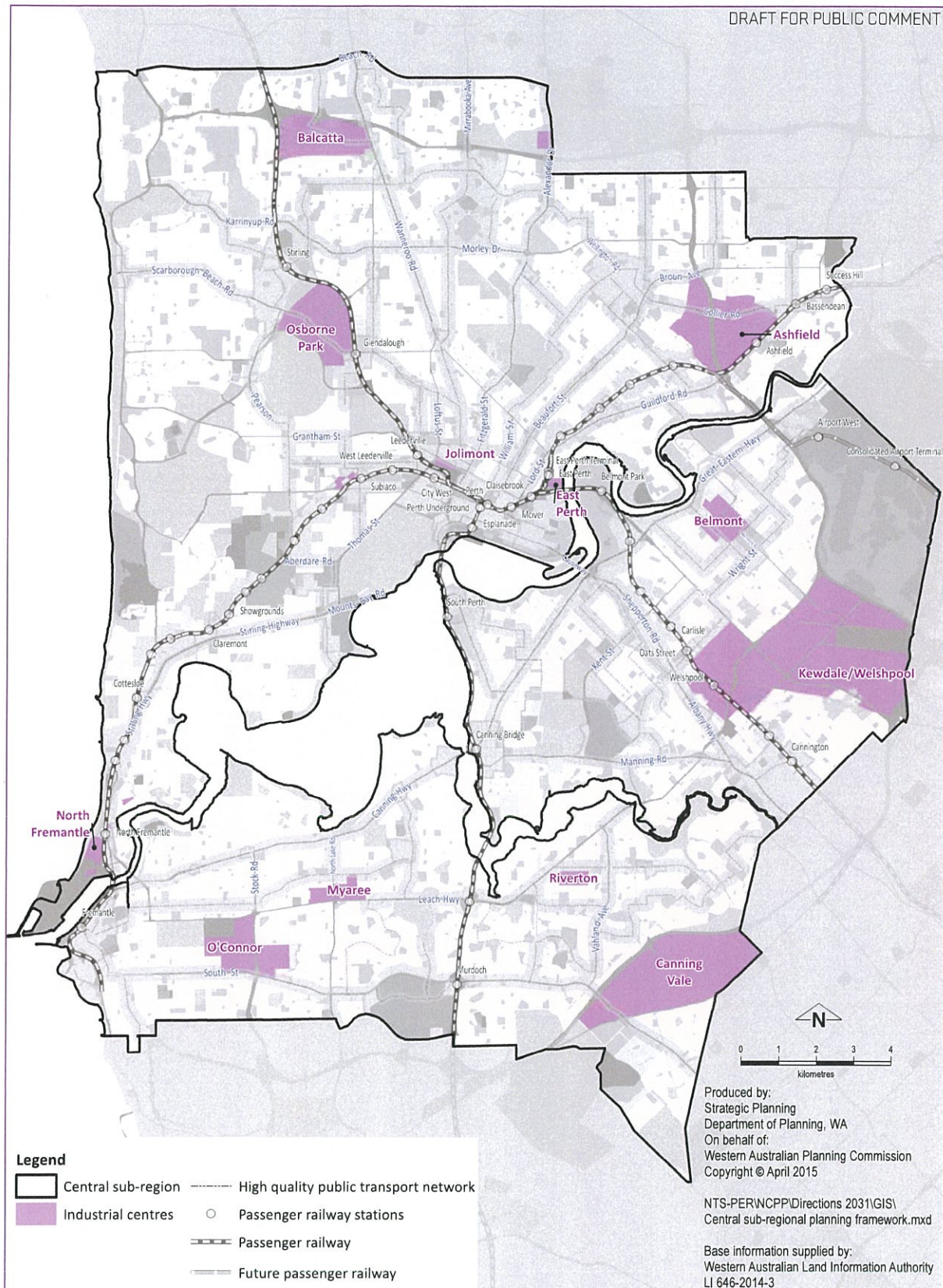


FIGURE 20: INDUSTRIAL CENTRES MAP



## 4.7 GREEN NETWORK

The green network:

- provides venues for events and the arts;
- contributes to social connectedness, mental and physical health and wellbeing, biodiversity, cultural heritage and character, and tourism; and
- mitigates climate change factors (such as a drying climate and urban heat).

A good interconnected green network of gardens, parks, bushland and waterways through the heart of the city brings it life and appeal. The cumulative environmental, aesthetic, economic and social benefits from a good green network make it an important element of urban consolidation. A healthy green network increases the amenity and value of urban areas.

There is a need to protect and enhance green network spaces and cater for recreation, environmental and biodiversity values as urban density is increased. In addition to protecting environmental assets, enhancements to the design and maintenance of existing urban green spaces will help reduce the impacts of increasing temperatures and increased use from a more dense population. The protection of the green network aims to improve social and health factors such as air quality, water quality and community connections.

More than 11,000 hectares of land form part of the existing green network, including Bush Forever reserves, within the Central sub-region (Figure 21). The majority of the green network land area in the sub-region is dedicated to a number of regionally-significant landscapes. The Swan River Estuary, Kings Park and Bold Park are areas considered to be of regional significance due to their visual, cultural and natural landscape qualities. The remaining green network is evenly distributed across neighbourhood and district open spaces, sports fields associated with educational facilities, and foreshore beach reserves.

Public space is only as good as it is usable, engaging, vibrant, safe and accessible. The quality of open space in the Central sub-region will be increasingly important as the population grows and density increases. Public open space should be designed as an integral part of the

urban structure and offer a variety of safe and attractive spaces that are multi-functional and easily accessible via public transport, walking and cycling.

Recognition and conservation of biodiversity values are important elements in incorporating the green network into the framework. This accords with State planning and environmental policies and can contribute to creating communities with unique identities and high amenity. The framework has identified areas with significant environmental value and taken these areas into account when identifying opportunities for future development. These environmental values can be retained and protected while achieving the objectives of the framework.

The green network, as identified in the framework, and the underlying principles could be used by local governments to inform initiatives such as a local green network strategy that allows for ongoing assessment, improvement and management of green assets.

Green network strategies and policies should:

- preserve and enhance the existing environmental and landscape values of the sub-region for future generations to enjoy;
- manage the availability and use of natural resources to ensure existing and potential uses can be balanced against broader environmental outcomes;
- safeguard existing green network components from fragmentation;
- create and enhance existing green networks and identify ecological linkages to connect the green network and assist in the retention of habitat for significant fauna dispersal and migration;
- encourage or require new development to be designed to deliver on clear connections to the green network through provision of new open space or contribution to the enhancement of existing spaces; and
- provide an acceptable number of street trees to enhance the public realm in urbanised locations.



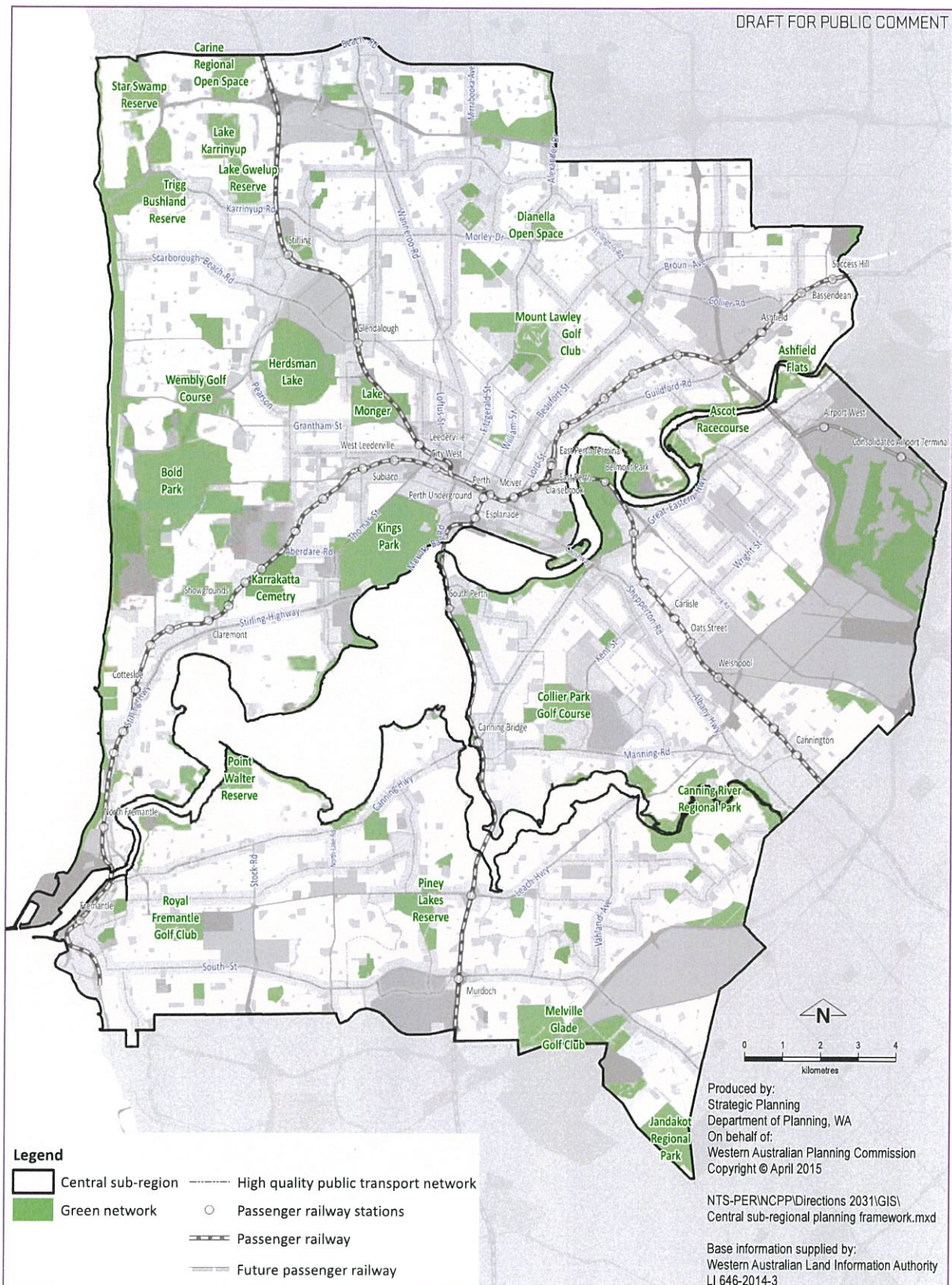


FIGURE 21: GREEN NETWORK MAP

## 4.8 EMPLOYMENT

The proposed increase in new dwellings and associated population will call for the creation of jobs in close proximity to or served by a high-quality public transport network. A key objective of the framework is to improve access to a wider range of jobs by providing for an urban environment and dwelling options attractive to a range of workers and consumers. This will also be achieved by capturing the benefits of productivity gains derived from business clustering and agglomeration. The aim is to improve the relationship between where people live and work, and reduce commuting impacts and the associated costs.

With a Gross Regional Product of approximately \$94 billion in 2011/12, the Central sub-region has the largest economy of all sub-regions in Perth and Peel. It is also currently the dominant employment centre for the Perth and Peel regions with just over 540,000 jobs (2011) or 64 per cent of the Perth and Peel total.

The dominance of the Central sub-region is expected to continue into the future. It is expected that more than 240,000 additional jobs will be accommodated in the Central sub-region up to 2050<sup>8</sup>. Its large existing employment base, high employment densities (in particular around the CBD), high levels of knowledge-based economy activity and ease of access provided by a radial transport system deliver agglomeration and labour productivity gains that make the sub-region particularly appealing to businesses that provide strategic or export-driven employment, and which have a high level of interaction with each other.

Activity and industrial centres have key roles to play in the provision of employment by encouraging the agglomeration of economic activity and the cultivation of business synergies. Similarly, particular station precincts and transport corridors will also become increasingly important in the delivery of employment opportunities. Locating people near employment opportunities, or conversely creating employment opportunities near residential areas across all the activity and industrial centres, will reduce long commutes between home and work.

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<sup>8</sup> Department of Planning 2014, *Draft Economic Development Study*, Perth.



Towards Perth and  
Peel @ 3.5 million







# *ACHIEVING URBAN CONSOLIDATION*

Towards Perth and  
Peel @ 3.5 million



The aim is for the majority of all new infill residential development, approximately 75 per cent (160,000 dwellings), to occur within the identified urban consolidation areas of activity centres, corridors and station precincts



## 5.1 INFILL HOUSING TARGETS

The Central Sub-regional Planning Framework has been prepared in response to the anticipated demand for infill housing that will stem from a population increase to 3.5 million people by 20–50. The plan considers the growth scenario where it is expected that an estimated 800,000 more dwellings will be needed to accommodate the additional people expected in the Perth and Peel regions.

*Directions 2031 and Beyond* sets an infill target (proportion of the total amount of additional dwellings) of 47 per cent for the Perth and Peel regions. This equates to approximately 380,000 new dwellings, of which approximately 215,000 are expected to be delivered in the Central sub-region and a further 165,000 in the outer sub-regions of Perth and Peel.



Local government area	Infill housing target (city of 3.5 million)
Bassendean	4,200
Bayswater	15,800
Belmont	10,500
Cambridge	6,900
Canning	19,600
Claremont	1,300
Cottesloe	1,000
East Fremantle	900
Fremantle	7,100
Melville	18,500

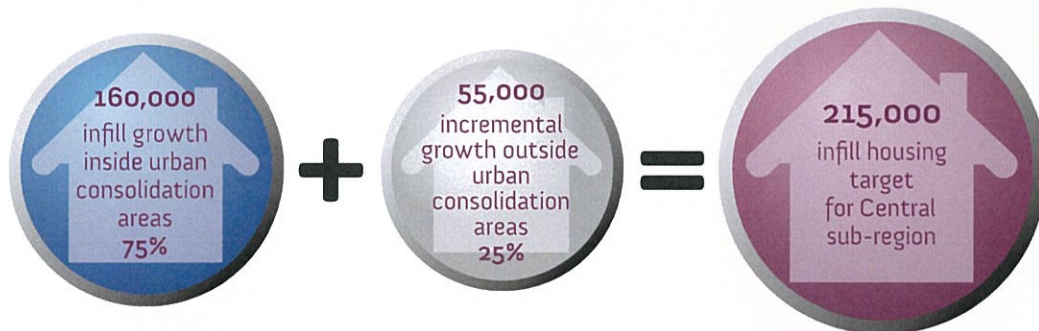
Local government area	Infill housing target (city of 3.5 million)
Mosman Park	1,600
Nedlands	4,400
Peppermint Grove	500
Perth	16,000
South Perth	8,300
Stirling	60,400
Subiaco	6,200
Victoria Park	19,400
Vincent	11,500

Figure 22: Infill housing targets for the Central sub-region local government authorities, *Directions 2031 and Beyond* (WAPC, 2010)



A high-level target for the spatial distribution of the infill housing target across the Central sub-region has been set (Figure 22). It is important to acknowledge that not all development will occur within the identified urban consolidation areas. For example, despite not being located within urban consolidation areas, several suburbs in the Stirling, Canning and Melville local government areas will accommodate medium-to-high densities of 30 dwellings per hectare or greater.

The aim is for the majority of all new infill residential development, approximately 75 per cent (160,000 dwellings), to occur within the identified urban consolidation areas of activity centres, corridors and station precincts. It is therefore necessary to broadly assume that 25 per cent (or 55,000 dwellings) of all new infill in the Central sub-region will occur as a result of incremental infill growth in existing built-up areas within traditional suburban streets (that is, outside of the urban consolidation areas).



## 5.2 ROLE OF LOCAL GOVERNMENT

Each local government authority has local planning strategies that contain the strategic plan and policy context of a local planning scheme. These planning documents set out the general aims, intentions and desired outcomes (social, economic and environmental) for long-term growth and change within the locality.

The framework will inform the preparation, review or amendment of the local planning strategies of each local government within the Central sub-region. This will require a refinement of local strategies to explicitly address the urban consolidation areas set out in the framework for each local government area:

- taking into consideration the nature and significance of local suburb characteristics;

- targeting urban consolidation areas for the development of higher residential and employment densities (where appropriate);
- considering additional or alternative urban consolidation areas outside of those identified in the framework such as locations having a high level of accessibility or amenity; and
- determining the relevant measures or suitable provisions that could be adopted to implement and activate the urban consolidation areas.

There are a number of measures, statutory mechanisms or provisions available to local government to enable urban consolidation to be realised. These measures include



local planning policies, scheme provisions, incentives, density bonuses, up-coding, split-coding, special control or development areas, and minimum densities. These mechanisms must be considered based on the individual requirements of the urban consolidation areas, existing adjacent development, the position of the local government and the community.

### 5.3 MONITORING

The Western Australian Planning Commission (WAPC) and the Department of Planning regularly review the effectiveness of strategic planning initiatives that have been implemented by measuring performance against targets. In the case of the frameworks, it is envisaged that the progress to achieving the infill housing targets and increased distribution of employment density across the regions, will be measured and reported within the annual *Delivering Directions 2031 Report Card* (the report card).<sup>9</sup>

The report card highlights the key drivers that are changing the city such as population growth, and indicates whether the planning initiatives in place are having an effect on these drivers and outcomes for the city's shape and form. Measures include progress towards infill housing targets; changes in household size and bedrooms; population change; structure plan densities; residential lot sizes and density; mix of employment; patronage of public transport; accessibility of centres; and public open space provision.

Another key annual report is the *Urban Growth Monitor* that tracks land supply and consumption rates of urban zoned land.<sup>10</sup> Importantly, a threshold and robust method has been established to measure the rate of infill housing development for the Perth and Peel regions.

Monitoring will inform government, industry and the wider community about the effectiveness of the framework and will inform us about whether what we are doing

is having an effect on the pattern of growth in the Central sub-region. It will be integral to the practice of evidence-based policy interventions that can respond to the challenges of a rapidly changing and growing city.

### 5.4 INFRASTRUCTURE CAPACITY

Key to the successful implementation of the framework will be a better understanding of where infrastructure capacity constraints exist, where upgrades are planned and where there is more than sufficient infrastructure such as schools, hospitals, open space, water, sewerage, electricity and roads to accommodate urban growth.

The framework identifies where development is likely to take place, which provides more certainty to infrastructure agencies in respect to forward planning and the allocation of funding and resources.

The service capacity of existing infrastructure to accommodate the proportion of the 3.5 million people who will live in the city in infill developments within the next 30–40 years has been taken into consideration. State Government infrastructure agencies and utilities have assessed the implication of the proposed urban growth in the locations identified in the framework and have found, in most instances, that there is either capacity in the existing infrastructure systems or provision has been made for the expansion of the system as demand for additional housing grows.

Ongoing review and capacity planning by the State Government will be undertaken to ensure infill growth can be delivered.

<sup>9</sup> Western Australian Planning Commission 2014, *Delivering Directions 2031: Report Card 2013*, Western Australian Planning Commission, Perth, pp. 76–77.

<sup>10</sup> Western Australian Planning Commission 2014, *Urban Growth Monitor: Perth Metropolitan, Peel and Greater Bunbury Regions*, Western Australian Planning Commission, Perth.





#### 5.4.1 COMMUNITY AND SOCIAL INFRASTRUCTURE

There is a significant need to investigate long-term community, public or social infrastructure requirements to meet the projected population growth within the sub-region. Social infrastructure includes facilities reserved for public purposes such as hospitals, schools, prisons, police stations, TAFE colleges, courts, child protection facilities, cemeteries and many more.

The challenge is connecting land use planning and government infrastructure funding in a strategic way and to plan for all social infrastructure to support urban development. An investigation into options to improve and streamline land use planning for social and public infrastructure across all agencies is needed. A strategy that clearly defines the long-term infrastructure needs of each agency and investigates existing and future funding models and mechanisms is also needed. This investigation should include the consideration of alternative solutions to optimise social infrastructure, such as considering multi-use of buildings and facilities outside core function hours.

##### Education

The expected population growth within the Central sub-region will necessitate the development of a number of new public schools or the provision of additional accommodation at existing sites. The Department of Education is therefore undertaking a detailed assessment to establish the extent and general location of these schools. Part of the solution will involve ensuring that there is a sufficient number of land holdings across the Perth and Peel regions available for educational facility purposes and investigating new approaches to the built form of new school buildings and facilities.

##### Health

Through its comprehensive network of hospitals and community care services, WA Health delivers the bulk of primary, secondary and tertiary care services to the more than 2.5 million people who live in Western Australia. Underpinned by population projections, health service activity and role delineation, the Clinical Services Framework provides a detailed picture of what services Western Australians will need and where they will need them.

WA Health is currently undertaking work to determine the service needs of the community to 2024/25 and considering the impact of the anticipated growth and spatial distribution of urban consolidation on this need. Once completed, the Strategic Asset Plan will detail the full range of infrastructure development that will be required in order to meet current and future health needs.

##### Public open space

Enhancements to the design and maintenance of existing, as well as the provision of future, quality public open spaces will be required. The need to meet the challenges of a changing climate, including limited groundwater availability for irrigation of open spaces, and to protect environmental assets will need to be considered when planning for green spaces. The quality of open space in the Central sub-region will be increasingly important as the population grows and density increases. Public open space should be designed as an integral part of the urban structure and offer a variety of safe and attractive spaces that are multi-functional and easily accessible via public transport, walking and cycling.



### 5.4.2 PUBLIC TRANSPORT

To ensure that the public transport network can accommodate a city of 3.5 million people in the long term, the Department of Transport is reviewing the network and defining the high-level public transport routes.

An essential criterion for urban consolidation in activity centres, station precincts and corridors is the level of public transport service, and the variety of destinations available. To this end, the framework will inform planning for the long-term quality public transport network, and consider the number of mode changes and further refine the frequency standards that combine to form quality public transport service. The frequency of the quality public transport service will be defined as either medium or high quality:

- High-quality public transport routes will be planned to provide frequent reliable services, with targets such as minimum frequencies of every 10–15 minutes or better during peak and off-peak periods. Where possible, individual routes will be coordinated to provide maximum frequencies along common corridors and a number of planned corridors will have service levels similar to existing high-quality services in corridors such as Beaufort Street through Mount Lawley. In these instances

optimal frequencies of at least five minutes during peak periods and regular frequencies of between five and 15 minutes at other times of day and on Saturdays and Sundays will be sought.

- Medium-quality public transport routes should be served approximately every 15 minutes during the weekday inter-peak period and more frequently during peak periods. Services should run every 15 minutes in the evening and at 15–30 minute intervals in the late evenings. On the weekends services should operate every 15–20 minutes on Saturdays and every 15–30 minutes on Sundays. Actual service levels would depend on demand at a particular point in time and would generally increase over time as demand increases.





# *IMPLEMENTATION*

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The Central Sub-regional Planning Framework, when finalised as a sub-regional structure plan, will guide local planning to achieve optimal urban consolidation over the long term



Image courtesy of Transperth

The framework will assist delivery of planning reforms and guide strategic planning by providing a consistent, transparent and objective approach to planning for urban growth across local government boundaries.

The framework will facilitate local governments to align local planning strategies and schemes with State Government policy. By providing a long-term growth plan that guides where upgrades or new infrastructure is required to support short, medium and longer term higher-density residential and employment development, State Government infrastructure agencies will be able to better plan for investment. The framework will remain responsive to evolving community expectations, while balancing compliance with the broad principles of urban consolidation and protection of the environmental attributes of the sub-region.

## 6.1 IMPLEMENTATION MECHANISMS AND ACTIONS

The framework is not a statutory zoning plan and therefore does not change the existing zonings and/or reservations of land or allow for new land uses previously not allowed. Changes to zoning can only occur after an amendment to the relevant statutory region and local planning schemes. The framework is the first step in the ongoing process of refining and detailing planning proposals for an area. This refinement will continue to be undertaken through finalisation of the framework as a sub-regional structure plan, the MRS, local planning schemes, structure planning, subdivision and/or development.

The framework proposes a consolidated urban form with an integrated land use and movement network while avoiding regionally-significant environmental attributes and protecting these where appropriate. It provides a high-level strategic context to guide future development and addresses key challenges for the sub-region.

The implementation of the framework, as a sub-regional structure plan following the public consultation process, will involve the coordination of a number of activities at the State and local level, as well as the preparation of a number of key documents.



## 6.2 MONITORING AND REVIEW

The delivery of development to achieve the infill housing targets will be monitored over time and may require further review or action as required. The framework, when finalised as a sub-regional structure plan, will be reviewed every five years from its release to ensure that it is robust and addresses current planning policy and community expectations.

## 6.3 IMPLEMENTATION STRATEGIES

### 6.3.1 CHALLENGES TO DELIVERING INFILL

1. The Western Australian Planning Commission will need to investigate contemporary challenges to achieving infill targets and identify solutions to overcome them.
2. In consultation with utility suppliers and infrastructure agencies, the Western Australian Planning Commission will need to investigate new and alternative approaches, and innovative funding models, for the provision of infrastructure in order to encourage infill development.

### 6.3.2 PRIORITISATION OF URBAN CONSOLIDATION AREAS

3. The Western Australian Planning Commission will need to lead cross-government collaboration to prioritise strategic locations within the urban consolidation areas.
4. The Western Australian Planning Commission will need to prepare an agreed methodology for undertaking performance assessment of urban consolidation areas, including activity centres, industrial centres, corridors and station precincts, based on cost-benefit analysis.
5. The Western Australian Planning Commission will need to promote the inclusion of State Government strategic policy (e.g. *Directions 2031 and Beyond* and the Central Sub-regional Planning Framework) as a key consideration in the management of government-owned property assets.

### 6.3.3 INFRASTRUCTURE SERVICES FOR URBAN CONSOLIDATION AREAS

6. The Western Australian Planning Commission will need to investigate options to improve and streamline land use planning for social and public infrastructure across all agencies.
7. The Western Australian Planning Commission will need to consult with the departments of Treasury and Finance to investigate government concessions for land and/or housing development/acquisition that aligns with the principles of the Central Sub-regional Planning Framework.
8. The Department of Transport will need to prioritise the delivery of high-quality public transport in areas identified by the Central Sub-regional Planning Framework.





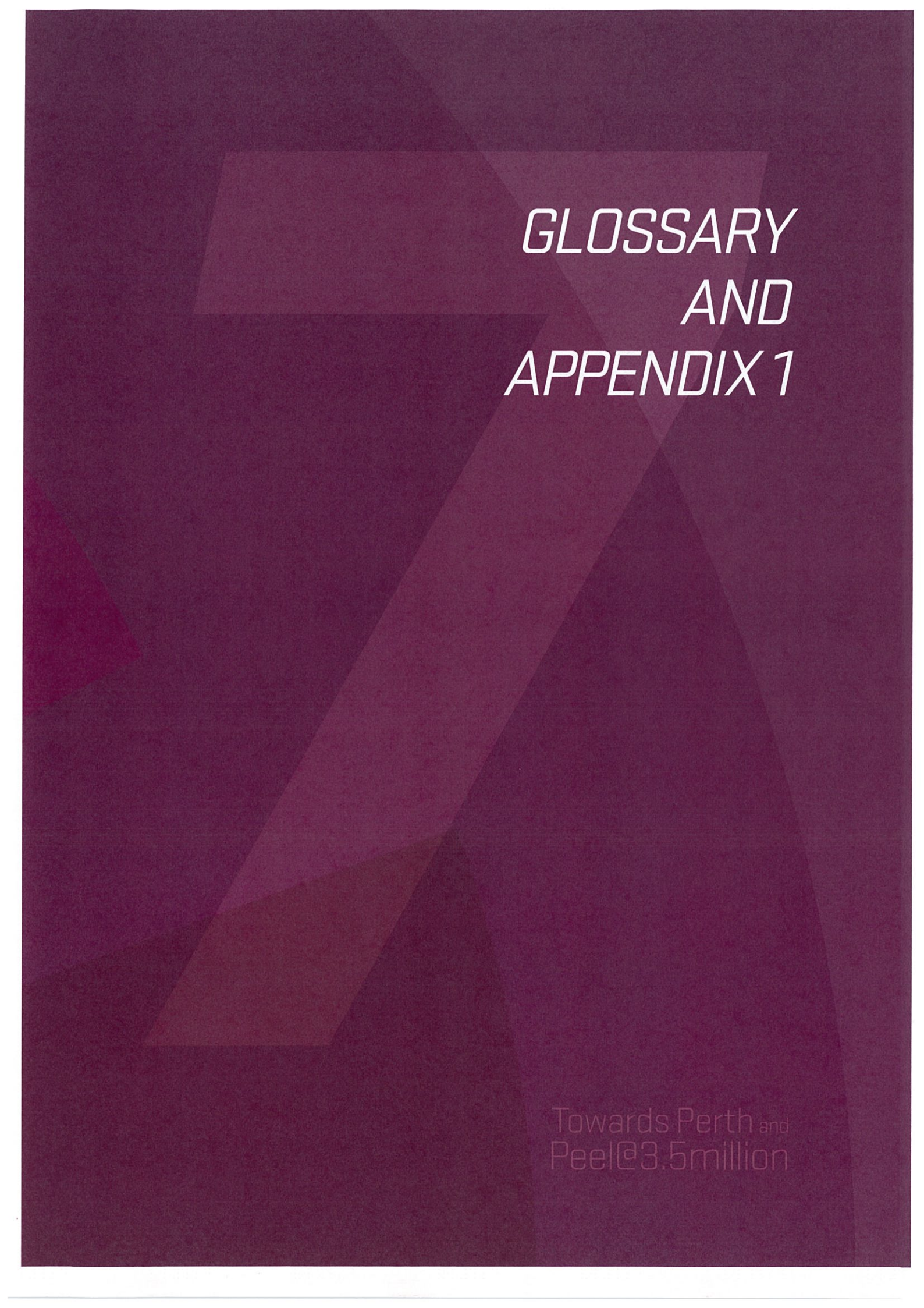
#### 6.3.4 PLANNING FRAMEWORK

9. The Western Australian Planning Commission will need to align State planning frameworks to the principles within the Central Sub-regional Planning Framework, which may include the review of relevant State planning policies.
10. The Western Australian Planning Commission will need to facilitate the implementation of a program of continuous review and improvement of the planning system.
11. The Western Australian Planning Commission will need to define criteria for required place-making parameters and transport functions of corridors to guide local governments on how to transition existing major metropolitan arterial roads into high-density, high-amenity, multi-modal streets.
12. Local government authorities, in preparing, reviewing or amending local planning strategies and schemes, will need to align with the allocated infill housing targets and reflect the intent expressed in the Central Sub-regional Planning Framework as it relates to corridors, station precincts, industrial and activity centres.
13. The Western Australian Planning Commission will need to introduce planning provisions for affordable housing into local government planning schemes to encourage affordable housing in new developments and assess the effectiveness in the longer term.

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# *GLOSSARY AND APPENDIX 1*

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**Affordable housing:** refers to dwellings that households on low-to-moderate incomes can afford, while meeting other essential living costs. Affordable housing includes public housing, not-for-profit housing and other subsidised housing under the National Rental Affordability Scheme, together with private rental and home ownership options for those immediately outside the subsidised social housing system.

**Bush Forever:** the State Government's strategic plan to protect sites of regionally-significant bushland within the Swan Coastal Plain portion of the Perth metropolitan region.

**District structure plan:** a high-level, predominantly strategic, document that provides guidance on future land use, employment, density targets and the coordination and provision of major infrastructure. This may include the location of high schools, district water management requirements and movement networks, refinement of regional land use boundaries, coordination of regional and district infrastructure provision, location and distribution of regional or district open space, land use buffers, environmental assets and activity centres as per *State Planning Policy 4.2 Activity Centres for Perth and Peel*.

**Dwelling:** a self-contained suite of rooms, including cooking and bathing facilities, intended for long-term residential use. Units (whether self-contained or not) within buildings offering institutional care (such as hospitals) or temporary accommodation (such as motels, hostels and holiday apartments) are not defined as dwellings.

**Infill development/urban consolidation:** is the process of increasing or sustaining the density of housing in established residential areas. The ultimate aim of urban consolidation is to reduce development in greenfield areas at the edge of the city. It is often realised by densification, high-rise development and urban renewal initially along transport routes.

**Knowledge-based economy:** is any economy based on creating, evaluating and trading knowledge. It describes a trend in advanced economies towards a greater dependence on knowledge, information and high skill levels.

**Labour force:** the total number of local residents who are participating in the labour force (i.e. those employed plus those seeking work).

**Liveability:** encompasses the many characteristics that make a place desirable for people to live.



**Linear/ribbon development:** is the contiguous development along a main road.

**Local planning strategy:** a local-level planning framework that provides strategic direction for land use and development in a local government area and is used to guide or inform the content of statutory local planning schemes.

**Local planning schemes:** detailed planning schemes developed by local governments to manage the range of permitted land uses within specified locations. For localities covered by the *Metropolitan Region Scheme*, the *Peel Region Scheme* and the *Greater Bunbury Region Scheme*, local planning schemes must be consistent with the provisions identified within the relevant region scheme.

**New urban areas (greenfield areas):** undeveloped or minimally developed areas that have been identified for potential rezoning to allow for urban development.

**Population-driven employment:** employment associated with a growing residential population.

**Population-driven vs. strategic employment:** population-driven employment ranges from retail and service industry jobs, to knowledge intensive consumer services like medical care or education. Strategic employment refers to jobs | activities that are export-oriented; where the activity is directly involved in the creation of goods and services that are exported outside of the region.

**Sense of place:** a component of 'cultural identity'; sense of place is a personal response to environmental, social and economic surroundings that an individual experiences in daily life. It can be the individual's or communities' perception and feeling of belonging for a home, local area, region, state or country.

**Structure plans:** provide a framework for the coordinated provision and arrangement of future land use, subdivision and development including the provision of transport networks, public open space, utility and service networks, urban water management, development standards, community infrastructure and other investment and staging programs. Refer to the Department of Planning's *Structure Plan Preparation Guidelines* (August 2012).

**Sustainability:** meeting the needs of current and future generations through the integration of environmental protection, social advancement and economic prosperity.

**Transit oriented development:** urban development around transit stations that increases use of public transport. The aim is to locate moderate-to-high intensity commercial, mixed-use, community and residential development close to train stations and/or high-frequency bus routes to encourage public transport use over private vehicles.





## APPENDIX 1 – RESIDENTIAL DENSITY AND DIVERSITY TARGETS WITHIN ACTIVITY CENTRES AS PER STATE PLANNING POLICY 4.2: ACTIVITY CENTRES FOR PERTH AND PEEL

Activity centre hierarchy	Residential density target per gross hectare	Diversity performance target mix of land uses by retail floorspace area		
		Desirable	Centre size — shop/retail floorspace component	Mix of land uses floorspace as a proportion of the centre's total floor space*
<b>Perth capital city</b>	N/A	N/A	N/A	N/A
<b>Strategic metropolitan centres</b>	30	45	Above 100,000 m <sup>2</sup> Above 50,000 m <sup>2</sup> Above 20,000 m <sup>2</sup>	50% 40% 30%
<b>Secondary centres</b>	25	35	Above 10,000 m <sup>2</sup> Less than 10,000 m <sup>2</sup>	20%
<b>District centres</b>	20	30	N/A	N/A
<b>Neighbourhood centres</b>	15	25	N/A	N/A

\* Total floorspace is defined as total shop-retail and mix of land uses floorspace.

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# **ATTACHMENT NO. 3G**



# Ashfield Precinct Plan

January 2010



Western Australian Planning Commission  
Albert Facey House  
469 Wellington Street  
Perth, Western Australia

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internet: <http://www.planning.wa.gov.au>  
email: [corporate@planning.wa.gov.au](mailto:corporate@planning.wa.gov.au)

tel: 08 9264 7777  
fax: 08 9264 7566  
TTY: 08 9264 7535  
infoline: 1800 626 477

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## 1 Precinct Plan

### 1.1 Background

Directions 2031 indicates the Ashfield area as having the potential to become a more significant activity centre. This significant potential is based upon Ashfield:

- being strategically located within the middle ring of Perth, midway along the Perth-Midland rail line and adjacent to a regional highway linking the major activity centres at Morley and Perth Airport;
- containing large areas of relatively underutilised land;
- having significant amounts of strategically located industrial land; and
- due to the above characteristics, being a legitimate candidate for the development of transit oriented development centred on the Ashfield train station.

The Ashfield area therefore represents a prime opportunity for a major employment based activity centre. Potential development concepts for the area include:

- significantly higher densities for existing residential areas;
- major redevelopment of the existing and vacant industrial areas for higher order and higher activity industrial uses;
- a strong employment focus;
- an eco-industrial village;
- education precinct type uses (TAFE, second chance college, training facilities); and
- an opportunity to closely integrate the centre with the station through design.

Planning for a major activity centre at Ashfield is being investigated as part of the Department of Planning (DoP) Maylands-Guildford Activity Corridor Project. DoP, in conjunction with Landcorp, completed a preliminary investigation in 2007 that identified the potential for transit orientated development in Ashfield.

The Ashfield Precinct Plan has been developed as a strategic vision and urban design document to guide future development within the precinct. This report outlines

the key features of the precinct plan and related urban design framework that addresses an optimal land use mix and urban design principles such as designing out crime initiatives, community safety, built form, streetscapes sustainability, key entry statements and public art. An economic analysis and strategic implementation guide were also developed.

This report should be read in conjunction with the related Ashfield Precinct Plan – Background Report and Appendices document. Appendices A-F appear in the background report.

It is envisaged that the Town of Bassendean, City of Bayswater and the Western Australian Planning Commission will endorse the Ashfield Precinct Plan as a visionary document for Ashfield and use it as a basis for further planning and decision-making.

### 1.2 Key features

The concepts depicted in the Precinct Plan have been developed through extensive stakeholder consultation and are non-binding. The main features of the plan include the potential relocation of the Ashfield train station, developing a new commercial main street at Pearson Street, the redevelopment of the CSBP industrial site, the realignment of Guildford Road and a general increase of residential densities. Key elements of the precinct plan are shown in Figure 1.

The main land use changes are centred on increasing residential densities, the introduction of mixed use and commercial land uses within the residential areas and the introduction of commercial land uses on the northern side of the railway adjacent to the relocated train station. The majority of the areas north and south of the railway will remain as industrial and residential respectively. Figure 2 illustrates the proposed land uses within the study area.

Table 1 outlines the calculated future amounts of commercial floor space, employment and residential dwelling numbers, and population based on the proposed land uses and residential densities. A comprehensive regional economic and commercial analysis, possibly as part of local government commercial strategies, should also be undertaken to establish the demand and feasibility of higher density residential and commercial development.

Table 1: Projected commercial and residential

Precinct (radius from new station location)	Commercial			Residential		
	Floorspace (sqm)	Employment	%	Dwellings	Population	%
400 metres	251,225	8,374	69%	1,197	3,231	38%
800 metres	86,190	2,873	24%	1,300	3,500	41%
800+ metres	27,235	908	77%	685	1,849	22%
Combined	364,650	12,155	100%	3,182	8,580	100%





Figure 1: Key elements of the Ashfield Precinct Plan



## 1.2.1 Government land opportunities

### Ashfield Reserve South East

The high proportion of existing state housing in the precinct presents opportunities for small scale redevelopment of the residential housing stock, possibly as State Government demonstration projects showcasing the intent of the precinct's future. The State Government-owned land is shown in Appendix H and indicates that there is some opportunity for redevelopment of state housing sites on the south eastern side of Ashfield Reserve. The street block, bounded by Haig, Fisher and Margaret Streets and Colstoun Road, has been allocated a density of R80 as it is within 400m of the Ashfield train station and has frontages onto both Ashfield Reserve and Ashfield Primary School. Increasing the density and allowing 3-4 storey buildings will increase the residential population in close proximity to three key assets in the area and will also increase passive and active surveillance on the open space, primary school and the recreation centre on the Cyril Jackson Campus.

### Colstoun Road Village East

Ashfield Reserve is listed as a contaminated site, due to its previous use as a landfill site. This precludes any major residential development due to anticipated high remediation costs. The reserve is also extensively used by up to nine sporting clubs and for local festivals. However, in the short term the opportunity exists for the revitalisation and expansion of the small commercial/shop area on the corner of Colstoun Road and Maidos Street to serve the planned increase in residential population and to create a more vibrant local centre adjacent to the existing train station.

Ashfield Reserve presents an opportunity to encourage the revitalisation of Ashfield by redeveloping the western frontage on Colstoun Road. Development of mixed use retail/commercial/residential buildings along this frontage will provide increased activity and population to provide incentive for the growth of the precinct and the creation of a 'village' centre.

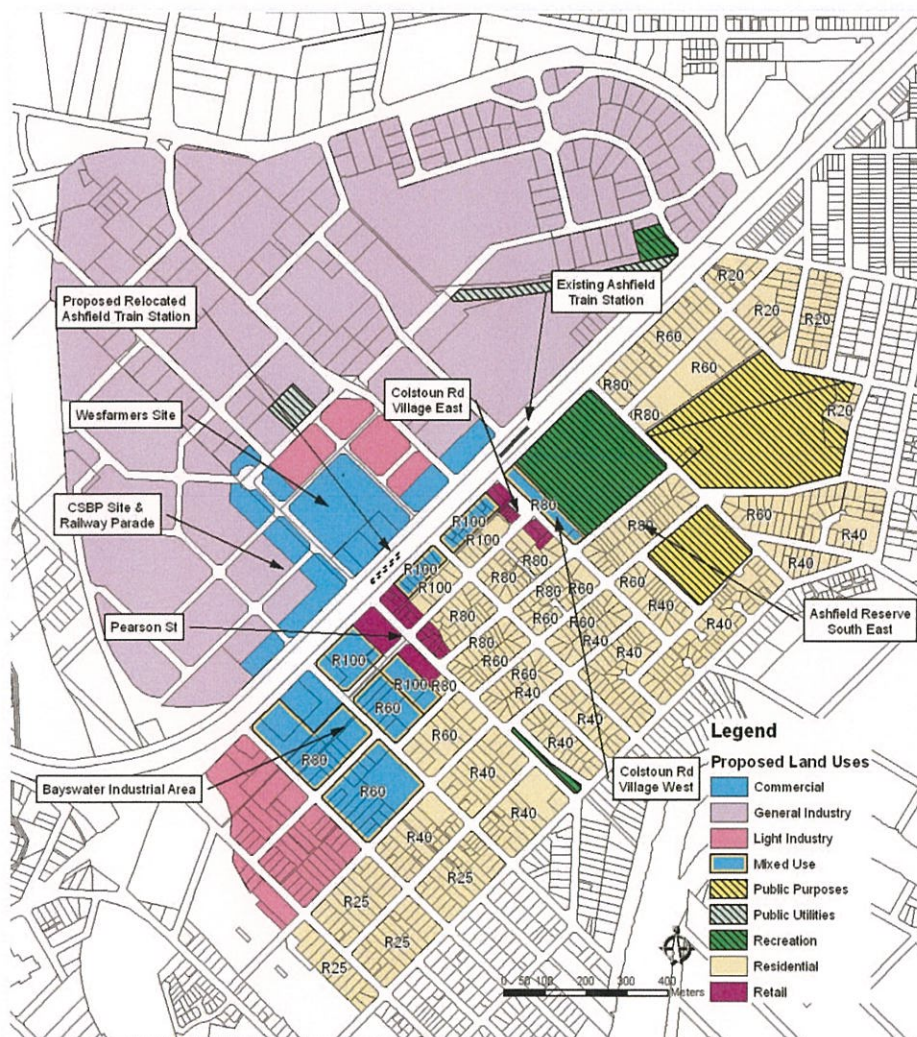


Figure 2: Proposed land uses





Figure 3: Indicative concept plan for Colstoun Road 'village' centre

The integration of the existing community centre and soccer club into the redevelopment will provide a community focus for the area and provide increased activation of the street. Given the location adjacent to the existing train station and the desire to encourage growth and activity in the precinct, a residential density of R100 has been designated to the area.

### 1.2.2 Private land opportunities

#### Colstoun Road Village West

The commercial centre on Colstoun Road should increase its capacity and diversity to cater for the planned increase in population within the surrounding area. The centre needs to be enhanced and expanded to create more of a 'village' feel for the area and to create a vibrant focus point adjacent to the train station and Ashfield Reserve. The expansion of retail and commercial uses along Colstoun Road towards Haig Street will complement the mixed use development proposed for Ashfield Reserve and also the redevelopment of the land on the southern portion of the reserve. Figure 3 outlines an indicative concept plan for this 'village'.

The creation of a village square and the relocation of parking to the rear of the buildings will require some land tenure restructuring. However, it will aid in the creation of more intimate, pedestrian-friendly spaces that will

contribute to a local village feel for the area. Residential development above the new retail and commercial uses of 2-3 storeys will add to the activity within the centre and also increase the surveillance of the street.

The configuration of the existing footbridge to the train station directs pedestrians directly into Colstoun Road, reinforcing the area's importance and strategic location. It also provides pedestrian traffic along the street to and from the train station.

#### CSBP site and Railway Parade

The CSBP industrial site represents a significant short term opportunity for development within the study area. The site, adjacent to Tonkin Highway and Railway Parade, is approximately 37 ha in size and is currently being remediated for soil contamination. While the main intention is for the redevelopment of the site as a light industrial precinct, CSBP have indicated their intention to develop 2-3 storey commercial uses along Railway Parade as a frontage to Guildford Road, increasing the opportunity for improved exposure and interaction with Guildford Road and the train station.

Wesfarmers (CSBP's parent company) also currently owns a 4 ha site opposite the CSBP site abutting the Vincent Road reserve. Wesfarmers have indicated that if Vincent



Road was to be constructed through to Railway Parade, then there is a strong likelihood that the portion of the site along Vincent Road could be developed for commercial use rather than industrial, subject to required approvals.

The proposed development of both the CSBP site and the Wesfarmers site can be considered as catalysts to initiate the commercial development of the area, resulting in an increase in the activity levels and workforce numbers in proximity to the train station. Under the current ODP for the CSBP site, it is anticipated that (conservatively) 2900 jobs will be created by the redevelopment of the site. The early development of this area will assist in creating the critical mass required to relocate the main street function to Pearson Street (if the railway station is relocated). In the short term, the south eastern corner of the CSBP site is still within 800m of the existing train station and presents a viable commercial development opportunity in the short term.

The CSBP site can also play a significant supporting role to the developing business park at Perth Airport in respect to land uses. Future land use synergies between the two areas could be developed and would encourage growth in both areas. These synergies would promote the flow of people, information and knowledge between the two areas, with the potential to increase the activity in and around both sites. Ashfield in general also has the potential to offer attractive, convenient and quality residential opportunities for the future workforces associated with the CSBP site and Perth Airport.

Whilst it is CSBP's intention to continue to pursue a direct left in-left out Tonkin Highway access and egress proposal with Main Roads WA, CSBP supports the proposed road network concept of the Ashfield Precinct Plan and CSBP has adjusted their outline development plan accordingly.

The principal concept of the proposed road network for the CSBP site is the new road connection across Tonkin Highway to Collier Road and ultimately to the Morley Regional Centre. The plan also provides for the possibility of reconnecting Bassendean Road west of the Tonkin Highway to the site. This would serve to re-establish the connection between the industrial areas on either side of Tonkin Highway and increase the possible land use synergies between the two areas.

If implemented, these connections (especially in conjunction with a realigned Guildford Road) could eliminate the need for the direct access to Tonkin Highway from the CSBP site, which is not supported by Main Roads WA.

The development of commercial uses along Railway Parade between the CSBP site and Wood Street is also encouraged. This would take advantage of the frontage onto Railway Parade and the railway, and also provide an active link between the CSBP site and the existing train station.

### Guildford Road, Pearson Street and Bayswater Industrial Area

If the train station is relocated westwards along the rail line, there is an opportunity to develop Pearson Street into a retail and commercial node. Mixed use retail and residential land uses along Pearson St would contribute to the creation of a new commercial centre adjacent to a relocated Ashfield railway station. In the long term, it may be desirable to relocate the current adult education uses at Cyril Jackson to a purpose-built facility at Pearson Street which could assist in creating this precinct and provide pedestrian activity along Pearson Street between the relocated train station and potential new education facility.

This could be complemented by mixed use commercial/residential development along Guildford Road to provide a link between Colstoun Road and Pearson Street, and also take advantage of the high exposure provided by Guildford Road. The existing rear laneways should be utilised for vehicular access to these properties with the intent of promoting traffic safety on Guildford Road.

The relocation of the railway station and retail/commercial core to Pearson Street provides an opportunity to:

- increase commercial and residential densities in the existing industrial area around the new station without impacting on the existing residential community; and
- encourage larger scale commercial developments on the existing large land parcels in the Bayswater industrial area.

This location fulfils the important principles in establishing the commercial precinct around the station, these being:

- all future commercial development to emanate from a core retail hub;
- a commercial precinct unencumbered by the railway line – failure to achieve this will fragment the precinct which will likely result in two different commercial nodes, one of which will thrive while the other struggles;





- commercial activity (especially retail) will gravitate to the higher volumes of traffic along Guildford Road; and
- any main street environment to have direct exposure or access from Guildford Road.

The Bayswater industrial area (south of the railway) provides an opportunity for catalysing the redevelopment along Pearson Street and supplementary high-density residential uses. Rezoning this industrial area south of the railway would provide favourable land tenure (large lots) for redevelopment, providing opportunities for mixed use developments along the western side of Pearson Street. The building stock in the area is seen to be nearing the end of its economic life and these industrial land uses may have the opportunity to locate to new industrial areas such as the CSBP site and the Tonkin Business Park.

Pearson Street is proposed to link with Vincent Street on the northern side of the railway and ultimately the area for future commercial development. In time this would provide a greater linkage across the railway and the continuation of the 'main street'. The land use along this northern segment of 'main street' within the CSBP site should be a continuation of the commercial function and a proposed roundabout provides a well-defined end to the precinct. A tavern could be considered on the northern side of the roundabout as a way of closing the 'main street' vista. The workforce of the area would be attracted to this land use and it would also have the added advantage of increasing passing traffic along the street.

Similarly, Gary Blanch Park is located at the southern end of the Pearson Street commercial 'main street' and provides a well-defined precinct end. This is another asset that will attract people and increase the through traffic and activity along the street. The park is close to the river with a direct link and forms part of the drainage network of the surrounding area. It has been proposed to turn the park into a 'living stream', a proposal which would enhance further the attractiveness of the park as a destination at the end of the 'main street' precinct.

### 1.3 Transport and access

The Ashfield area is generally well serviced by major strategic transport routes, both road and rail. This regional access is considered essential to the Cyril Jackson Campus and industrial area's regional functions. This precinct plan aims to reinforce these connections and also proposes additional local and regional connections. However, there are improvements that can be made, such as improved cross-regional public transport, better access across the railway line (elimination of level crossings), improved traffic and pedestrian movements, and better utilisation of the railway reserve. Figure 4 indicates the proposed road hierarchy for the study area. This hierarchy has been designed to complement the Bassendean Town Centre Strategy.



Figure 4: Proposed road network improvements and hierarchy



### 1.3.1 Ashfield train station relocation

It is proposed to move the existing Ashfield station west of its present location to between French and Pearson Streets. Dual access at either end of the platform would provide convenient access to all areas of the catchment.

The current 800m walkable catchment for the train station overlaps with that of Bassendean station (see Appendix I). Consequently, there are residents and businesses to the west of the existing Ashfield station that are not currently within any station catchment and some properties in between Ashfield and Bassendean stations which are currently served by two catchments. The relocation of the Ashfield Station would remove this catchment overlap inefficiency and would encompass a greater amount of those who are currently not within any station catchment.

A relocated Ashfield train station and associated catchment area would also encompass a greater proportion of the CSBP site, a potential future major employment destination and train trip generator. If the station was relocated westwards as proposed, it would encourage the potential workforce of this site to use public transport. This would also assist in reducing the vehicular traffic generated by the site.

There is also currently an overlap in the commercial catchments of the Ashfield and Bassendean centres. If Ashfield station is relocated to Pearson Street, it would encourage the establishment of a more viable commercial/retail centre at Pearson Street.

### 1.3.2 Guildford Road realignment

Both Main Roads WA and the Public Transport Authority policies support the grade separation of the two level crossings at Ashfield and Collier Road. This will require bridge structures, underpasses or manipulation of the rail line elevation, or combination of these options.

Maintaining at grade crossings in the context of local urban consolidation and development is highly undesirable in terms of safety and traffic efficiency.

This precinct plan considers the optimum long term vision for Guildford Road and proposes the removal of these level crossings by the transferring of the Guildford Road alignment and regional road function to the northern side of the railway to the present Railway Parade alignment. The realignment would begin at the Guildford Road/Tonkin Highway interchange intersection and would revert back to its current alignment prior to an existing rail spur that crosses Railway Parade so as not to impede the spur's function. This will also serve to maintain the current alignment through the Bassendean Town Centre. The current Guildford Road alignment through Ashfield would be downgraded to a service road.



The transfer would move the high volume, high speed regional traffic away from the residential area to more effectively service the industrial and commercial area north of the rail line. The advantages of such a move are twofold: firstly, it will make the traffic environment around the residential area safer and more pedestrian-friendly (while also increasing the attractiveness of the area for redevelopment) and secondly, it will improve the access to the land uses that need a major regional linkage the most – the industrial area.

This option will require either partial or full sinking of the Perth-Midland railway through the study area. The sinking would need to begin before the Guildford Road/Tonkin Highway interchange intersection and would return to ground level prior to the Bassendean train station. If partial sinking of the railway is considered, small arch-type bridges would need to be considered over the line at the required crossings.

This proposal will necessitate the full involvement and cooperation of Main Roads WA and the Public Transport Authority.

### 1.3.3 Pearson Street rail crossing

A second grade separation option was required for the link between Pearson Street and Vincent Street should the Ashfield train station be relocated without the re-alignment of Guildford Road and without sinking the railway line. A horseshoe bridge, similar to that located in the Perth CBD connecting William Street, could link Pearson Street, the relocated train station and Vincent Street.

A preliminary investigation of the Horseshoe Bridge option indicated that further investigation would be required in relation to operation and geometry, including ramp lengths to confirm the feasibility and considering vertical and horizontal clearances from the rail line, integrated with the other proposals including Colstoun Road intersection and the park and ride area. The four-way intersections would need to be signalised and Main Roads WA and Public Transport Authority input should be sought.



## 1.3.4 Colstoun Road/Guildford Road intersection

Currently it is difficult and sometimes dangerous to turn into and out of Colstoun Road from Guildford Road, taking into account the current volumes, speed and nature of traffic on Guildford Road. The intersection is a low-priority (1003rd in the state for funding) black spot location with 26 accidents over the past five years.

It is recommended that in the short term, the intersection of Guildford Road and Colstoun Road be modified to accommodate for the future growth and land use change proposed in this plan. Options such as medians, channelization, or even a signalised intersection would improve conditions and safety for Colstoun Road traffic, considering future growth in the area will only contribute to the difficulty and safety issues associated with these turning movements.

## 1.3.5 CSBP site

Whilst it is CSBP's intention to continue to pursue a left in-left out Tonkin Highway access and egress proposal with Main Roads WA, they have indicated their level of commitment to the road network proposed for their site by this precinct plan (see Appendix J) and have adjusted their outline development plan (ODP) to reflect this. Appendix K illustrates the proposed road detail as per CSBP's amended ODP.

## 1.3.6 Public transport

Possible changes to the passenger rail system through Ashfield have previously been discussed, in regards to the potential relocation of the train station. If this major infrastructure development is not realised in the short to medium term, there remains some changes that will be required to the rail service in Ashfield.

As a result of the redevelopment of the area proposed in this plan, patronage on the railway to and from Ashfield is expected to increase considerably from present levels. An upgraded train station in the present location is desirable to cater for this increased patronage, and an increased level of service (that is, increased frequency) for Ashfield Station would also be desirable to increase patronage. The current Ashfield station and footbridge has been identified by the Public Transport Authority as requiring an upgrade to meet the requirements of the Disability Discrimination Act. The retention and upgrading of the current pedestrian footbridge across the rail line in proximity to the existing station is supported, even if the station is relocated.

Changes are also recommended for the two bus routes that service the study area, routes 55 and 333, to ensure that they are able to feed into a future relocated train station and the Pearson Street commercial area and also better serve the areas proposed for higher density residential development. It is proposed that route 333 would travel along Jackson and Vincent Streets, servicing the heart of the industrial area, the CSBP site and both the existing train

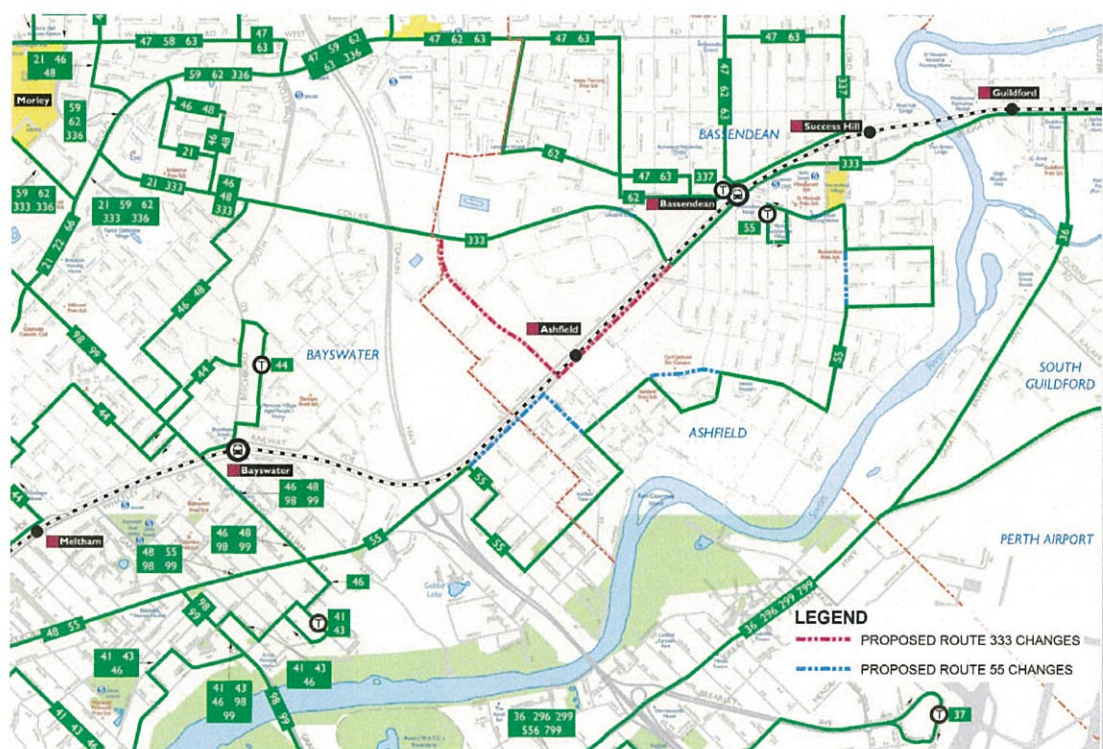


Figure 5: Proposed bus routes



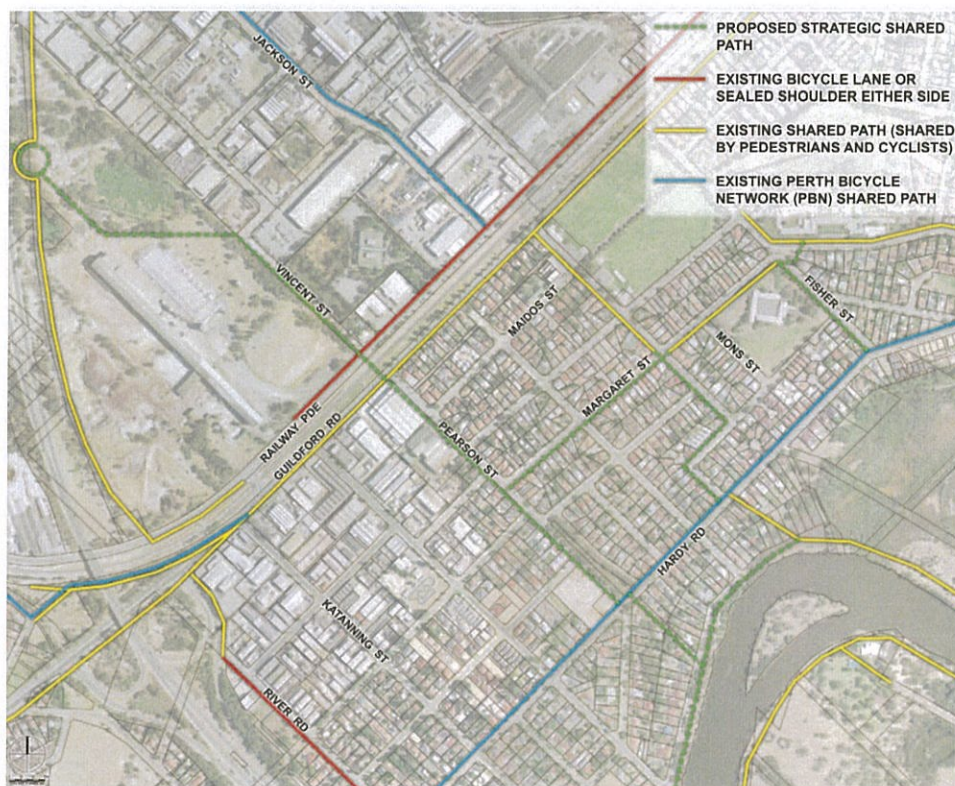


Figure 6: Existing and proposed cycling links

station and also the relocated train station. Route 55 would continue along Reid Street past the Cyril Jackson Senior Campus and directly on to Margaret Street before turning right along French Street and then left onto Guildford Road, serving the relocated train station (see Figure 5).

The plan also identifies the potential for a small park and ride facility on the northern side of the railway line, adjacent to the existing train station. The northern side presents the greatest short term potential for a number of reasons. Firstly, the catchment on the southern side is limited in size and a high proportion of this area is within the 800m walkable catchment of the train station. Secondly, it has been indicated that there is significant demand on Bassendean's parking facilities due to commuters from north-eastern suburbs (Beechboro and Ellenbrook) parking at the station and then using the train to commute to Perth.

### 1.3.4 Local connection to Bassendean

Emphasis has been maintained throughout the planning process on maintaining a key local road link from between Ashfield and the Bassendean town centre, supplementary to Guildford Road. The proposed movement network places specific emphasis on Hardy Road (from the

termination of the proposed 'main street' precinct on Pearson Street) near Gary Blanch Park through to Reid Street, then along Elder Parade and Wilson Street to connect with Old Perth Road in the centre of the Bassendean town site. Emphasis has also been placed on Margaret Street, past both schools to Reid Street and then along the previously mentioned alignment.

### 1.3.5 Pedestrian and cycle access

Pedestrian access can be improved through an upgrading of footpaths and general streetscape improvements, and the construction of new footpaths where required. All paths outside of commercial areas should be dual-use paths to accommodate cyclists. The planned continuation of the principal shared path (PSP) along the rail reserve from Tonkin Highway to Bassendean will provide additional pedestrian and cyclist access through the precinct incorporating the train station. It is also proposed to include on-street cycle lanes on some of the key roads within the precinct (for example Pearson Street and Vincent Street) to improve access to the train station and throughout the precinct generally.



Table 2: Current Ashfield commercial performance

Consumer Market	No.	Activity Type	Market Spending (\$M p.a.)	Potential Market Capture %	Potential Ashfield Sales (\$M p.a.)	Contribution to sales	Capture by Other Centres (\$M p.a.)
Resident Population	3,500	Supermarket	\$22.1	25%	\$5.5	71%	\$16.6
		Other Convenience	\$26.0	5%	\$1.3	17%	\$24.7
		Total Convenience	\$48.1	14%	\$6.8	88%	\$41.3
		Comparison	\$28.5	0%	\$0.0	0%	\$28.5
		Large Format Retail	\$4.3	0%	\$0.0	0%	\$4.3
		Non Convenience	\$32.8	0%	\$0.0	0%	\$32.8
<b>Total Resident Market</b>			<b>\$80.9</b>	<b>8%</b>	<b>\$6.8</b>	<b>88%</b>	<b>\$74.1</b>
Employment	3,700	Convenience			\$0.6	8%	
<b>Total Resident &amp; Employee Market</b>				<b>\$7.4</b>	<b>95%</b>		
Other Markets		5% of total sales			\$0.37	5%	
<b>Total</b>					<b>\$7.8</b>	<b>100%</b>	

## 1.4 Economic analysis

### 1.4.1 Proposed Ashfield development

It is projected that resident retail spending in the catchment will potentially increase from \$80M a year to \$155M a year. The introduction of a marginally larger supermarket offer in Ashfield has the potential to increase market capture for resident based retail spending from 8 per cent to 30 per cent and this increased market capture has the potential to generate \$45M a year in resident based retail sales for Ashfield retailers. Table 2 and Table 3 outline the current and projected future commercial performance of Ashfield based on the precinct plan.

Employee based retail spending has the potential to increase to \$8.4M a year. The total retail potential for a new centre within the new proposed Ashfield centre is estimated at 7500 sqm of floor space, consisting of a 2250 sqm supermarket and 52 shops comprising a relatively even mix of cafes/restaurants, food and grocery and non food retailers.

The ultimate amount of commercial floor space planned for the area could produce up to approximately 450 ground floor businesses with retail/café businesses representing about 15 per cent of total ground floor activation. The ground level commercial activity suggests a total commercial frontage of up to 1.8 km of double-sided commercial streets. The retail strip may be more than 250m, which is a large street to sustain around a

supermarket. It may be appropriate to include the Guildford Road (existing southern) alignment for retail related activity as this street will have high exposure and accessibility

### 1.4.2 Impact on Bassendean town centre

The increase in population and subsequent increase in retail spending generated by a larger Ashfield resident base results in an extra \$66M a year (increase from \$80M a year to \$146M a year). Even allowing for an increase in retention of this spending from 8 per cent to 30 per cent, it provides an opportunity for an additional \$46M a year from this catchment to be captured by other centres and retailers (including Bassendean). The provision for additional consumers in Ashfield should also improve the performance and sustainability in surrounding centres such as Bassendean.

### 1.4.3 Layout and configuration

The retail component of the precinct will perform and function more effectively by clustering in a single strip or main street. This street will be anchored by the high volumes of customers attracted to an increased supermarket offer. The retail strip will also function better if it is a double-sided commercial precinct (retail and commercial offer both sides of the street). Retailers will also wish to be visible and accessible from the traffic on Guildford Road and should not require more than a single turn from this main traffic route.



Table 3: Future projected Ashfield commercial performance

Consumer Market	No.	Activity Type	Market Spending	Potential Market Capture	Potential Ashfield Sales	Contribution to sales	Capture By Other Centres	Difference in sales available to other centres
			(\$M p.a.)	%	(\$M p.a.)		(\$M p.a.)	(\$M p.a.)
Resident Population	8,500	Supermarket	\$42.4	40%	\$17.0	30%	\$25.4	\$8.9
		Other Convenience	\$49.9	40%	\$20.0	36%	\$29.9	\$5.2
		Total Convenience	\$92.3	40%	\$36.9	66%	\$55.4	\$14.1
		Comparison	\$54.7	15%	\$8.2	15%	\$46.5	\$18.0
		Large Format Retail	\$8.2	0%	\$0.0	0%	\$8.2	\$3.9
		Non Convenience	\$62.9	13%	\$8.2	15%	\$54.7	\$21.9
Total Resident Market			\$155.2	29%	\$45.1	80%	\$110.1	\$36.0
Employment	12,000	Convenience			\$8.4	15%		
Total Resident & Employee Market				\$53.5	95%			
Other Markets		5% of total sales			\$2.68	5%		
Total					\$56.2	100%		

It is therefore expected that the main retail street for the new Ashfield centre be located north-south directly accessible from Guildford Road. The largest resident catchment will be to the south of Guildford Road which suggests that the retail centre/street should be located on the southern side of the road.

## 1.4.4 Guildford Road realignment

The potential realignment of Guildford Road in the long term presents an opportunity to enhance the economic performance prospects of commercial activity in the new Ashfield centre. In particular it would deliver improved access to commercial facilities by resident markets to the south, while not restricting exposure of commercial activity fronting the southern alignment – therefore the lowering of the railway should be designed and engineered to allow strong visual and vehicular access from the new northern alignment.

## 1.4.5 Stronger connections north to the industrial area

A stronger connection to the industrial area on the northern side of the railway brings with it the potential of the escape of retail dollars to the Morley regional centre. Ashfield residents already shop in Morley for a host of fashion,

household and other non convenience-based retail goods and services. Despite the continued and planned growth in Ashfield and Bassendean commercial activity, there is insufficient dollars in the catchment and insufficient major non-food retail anchors in Australia to support a substantial increase in non-food retailers in either Bassendean and Ashfield. However, as stated earlier, the planned growth in consumer markets has the potential to substantially increase the convenience-based retail sales in Bassendean and other centres.

## 1.4.6 Competitive advantage

The ability of the area to attract additional commercial activity beyond that supported by local consumer markets will depend on the attributes that make it attractive to those business types. Proximity to the CBD and (relatively) direct north-south access on Tonkin Highway are major attractions to business and employees in the area. The proposed stronger north-south connections through the precinct will also improve the permeability and legibility of the Ashfield commercial centre. The improved office environment, urban design and amenity will be another contributor to creating a precinct that can build on the consumer-based activity expected to initially cluster in the precinct.



## 2 Urban design framework

The urban design framework identified below will be relevant to the future improvement and revitalisation of the precinct. The framework outlines possible improvements to the amenity of the street network, built form, land use mix and the introduction of sustainability measures that aim to take advantage of the significant opportunity that Ashfield provides to become a major employment-based activity centre. It aims to enhance the social, economic and commercial viability and land use compatibility to create an integrated urban fabric that encourages an increase in resident and worker populations and to encourage the use of public transport.

### 2.1 Optimal land use mix

Transit oriented developments are characterised by a mixture of land uses and activities that create vibrant, diverse centres for people to live and work. The Ashfield area is well suited to evolve and provide such opportunities for development. It has the potential to become a major employment centre with strategic links to Perth Airport and the rest of the metropolitan area generally.

#### 2.1.1 Current land use

The current land uses are split into two distinct areas north and south of the railway line. To the north between the railway and Collier Road, industrial land uses dominate. The area is zoned 'general industrial' in both the City of Bayswater and Town of Bassendean. The area is characterised by large lots with old building stock (many containing asbestos) and heavy industrial uses such as metal and scrap recycling, waste depots, salvage yards, fabrication and engineering uses and rail carriage servicing. Some of these uses serve an important strategic function, not just in the metropolitan area but the whole state.

There is currently an outline development plan (ODP) awaiting approval for the large CSBP site adjacent to Tonkin Highway. The ODP proposes a standard light industrial type development with approximately 95 single lots.



There is a small industrial area south of the railway adjacent to Guildford Road and Tonkin Highway adjacent to residential areas. The area, zoned for 'general industry', is characterised by less intensive industrial functions such as smash repairs, cabinet/furniture makers, steel makers and salvage yards. The area also has old building stock of low intensity but on much smaller lots than the area to the north.

The remainder of the study area to the south of the railway is predominately characterised by low density residential land uses. Densities range from R17.5-R30, with the majority of the area coded at R20. The residential building stock is mostly relatively old single storey houses, but in areas closer to the river there are a number of new two storey houses either completed or being constructed. There is a range of lot sizes present; however the majority of the single house lots are between 500-800m<sup>2</sup>.

There is one multiple dwelling site (older style flats) behind the commercial centre on Maidos Street which has densities of R20-30 and several grouped dwelling sites in between the primary school and Ashfield Flats and also on the northern side of the Cyril Jackson Senior Campus. These grouped dwelling sites have newer buildings on them compared to the rest of the area. The former Ashfield Tavern site on Pearson Street adjacent to the Gary Blanch Park is in the process of being redeveloped and is subject to an approved outline development plan proposing 19 single lots and 12 survey strata lots.

There are two schools in the study area, the Ashfield Primary School and the Cyril Jackson Senior Campus. They are located diagonally across from each other in close proximity to Ashfield Reserve and the existing Ashfield train station.

The study area contains two major open spaces – Ashfield Flats (a regionally significant foreshore reserve) adjacent to the river, and Ashfield Reserve, adjacent to the existing Ashfield train station. There is also one small reserve to the north alongside a drainage reserve.

There is a small neighbourhood centre on Colstoun Road adjacent to Ashfield Reserve which is zoned for 'local shopping'. This centre has approximately 800m<sup>2</sup> of retail uses, including a small IGA supermarket, a lunch bar and fish and chip shop.

#### 2.1.2 Appropriate land use mix

In the short term, the existing neighbourhood commercial centre on the corner of Colstoun Road and Guildford Road should be enhanced and expanded to create more of a 'centre' feel for the area and to create a more vibrant focus point adjacent to the Ashfield train station. This expansion will be complemented by increased residential densities and the potential for up to 2900 new jobs on the CSBP site in a similar time period.



The general industrial area to the north of the railway should remain as it is strategically located within the metropolitan area and similar areas of industrial land in the metropolitan area are in short supply. Some of the industries currently operating in the area serve important functions for the mining industry (rail car servicing, conveyor manufacture) and the rail siding off May Holman Drive provides a valuable connection to the West Australian rail network. The land uses however, could be repositioned to respond to the challenge of sustainability. There are already metal recycling industries in this area and this function could be encouraged, diversified and expanded to establish a metal recycling and waste management centre for the metropolitan area.

New light industrial land uses are currently being established along Collier Road to the east of the general industrial area. These uses represent a changing role in the industrial area and an increasing light industrial and office space component in the area. These uses will remain and should be complemented on the western side of the industrial area on the CSBP site. Other industrial production responsive to future demand such as renewable energy could be appropriate in this location. The creation of some commercial/office type uses along the front of CSBP's site on Railway Parade will help to activate the frontage along the railway and patronise rail services. This will also help to prevent the infiltration of offices into the main industrial production area.

To the south of the railway, the predominant land use will remain residential. Densities need to be increased throughout the entire area, with the exception of the area adjacent to the river. In particular, densities in proximity to the train station and in the areas surrounding Ashfield Reserve, Ashfield Primary School and the Cyril Jackson Senior Campus should be increased.

Ashfield Reserve and the Ashfield Primary School should be preserved and enhanced in their current location. Ashfield Reserve is currently well-utilised and has extensive facilities, including five soccer pitches, a purpose-built fire track, one cricket pitch and cricket nets, clubrooms, two change rooms and a grandstand. There are seven sporting clubs located at Ashfield Reserve comprising 20 different teams. The Town of Bassendean hold events such as Australia Day and Naidoc Day at the reserve each year, attracting up to 20,000 people to each event.

Advice from the Department of Education and Training (DET) reveals that future growth within this eastern district indicates the need for an additional high school. DET has identified the Cyril Jackson Senior Campus as a future high school site, together with the current functions. The relocation of the current education functions of the Cyril Jackson Senior Campus to Pearson Street may still be desirable, in the longer term, to assist in activating the area and providing pedestrian movement along Pearson Street between the relocated train station and the new education facility. This would also provide additional land on the current Cyril Jackson site for the possible development of a high school to cater for projected population growth in the Maylands-Guildford Corridor.



The Bayswater industrial area south of the railway line is recommended to be rezoned to accommodate a range of land uses. The existing heavier industrial functions should be encouraged to relocate north of the railway, thus creating other mixed use opportunities such as a 'artistic hub' of artisans, markets, an arts centre, and cultural centre, possibly with an indigenous focus and participation. In the long term this area should form part of a new main street mixed use development along Pearson Street. Gary Blanch Park should also be incorporated into the new main street.

## 2.2 Urban design principles

### 2.2.1 Crime prevention through environmental design

An opportunity exists to embed Crime Prevention Through Environmental Design (CPTED), also known by WA State Government as Designing Out Crime (DOC), principles into the design of new development, facilities, streetscapes and buildings within Ashfield to assist in creating safer, more attractive spaces for the community.

CPTED is based on embedding safety/security into the built environment and suggests that opportunities for crime and unwanted behaviours can be reduced by maximising opportunities for natural surveillance, territorial reinforcement and natural access control.

CPTED strategies will assist in management of current stakeholder concerns such as negative safety perception and anti-social behaviours, and assist in providing a positive safety perception for future residents and users of the Ashfield precinct.





*Current drainage reserve in Ashfield*



*Development addressing public access ways*

CPTED strategies recommended for consideration for the Ashfield precinct include:

- use of a risk assessment approach for the identification of higher risk areas which can benefit from CPTED input or that may require additional target hardening strategies;
- ensuring pedestrian access routes to and from public transport and main activity centres are designed with the above principles in mind – for example, good illumination, bordered by active (safer) areas, clear indication of recommended safer access routes, designed and located to facilitate safety from vehicular access, avoidance of location adjacent to higher-risk areas (such as drainage reserves or unoccupied or non-designated space);
- providing main pedestrian access ways and public transport facilities with weather protection to encourage activity in all weather conditions;
- minimising the use of potential 'movement predictors' which can assist offenders to predict the movement of potential victims (for example pedestrian access ways, drainage reserves, overpasses);
- concentration of overlapping CPTED strategies in identified areas of potential risk (for example movement predictors, hotspots);
- consideration for locating activity generators in areas requiring additional potential for casual surveillance/potential witnesses to crime/unwanted behaviour/anti-social behaviour;
- illumination of recommended safer pedestrian access routes, areas where night-time activity is encouraged and areas with negative safety perception (note that lighting design should consider surrounding areas and potential effects of illumination on crime risk);
- encouraging traffic permeability to enhance natural surveillance of streetscapes;
- consideration of CPTED in the design of public facilities such as bus stops, parks;
- promoting active pedestrian streetscapes through strategic location of community activity areas, outdoor facilities, improvement in streetscape aesthetics, and design elements to encourage safer pedestrian activity such as crosswalks;
- consideration of anti-graffiti strategies in design of new buildings/facilities, distribution of casual surveillance opportunities, choice of building materials and surface treatments;
- concentration of overlapping CPTED strategies in areas designated for safer community gathering areas;
- enhancing natural surveillance of individual buildings via design/height/mixed usage, and enhancing natural surveillance in the precinct by distribution of buildings that offer enhanced natural surveillance;
- considering the response capability of currently-located emergency services and assessing suitability for future requirements – capability could be enhanced by central location of new services;
- considering adjacent land usage and compatibility (for example, avoiding clashing usage and choosing usage that will complement and provide diversity and inherent security); and
- considering maintenance and avoiding obscuring pedestrian sightlines when selecting vegetation for new development and upgrades to streetscapes.





*Windows orientated towards streets and public places provide natural surveillance*



*Blank walls orientated towards public spaces limit natural surveillance*

### 2.2.2 Community safety

Community safety and anti-social behaviour has been identified by the Ashfield community as the main concern within the precinct. Most concerns were centred on Ashfield Reserve and the lack of suitable lighting throughout the precinct leading to anti-social behaviour on a regular basis and a lack of community safety in general.

The proposed plan addresses these issues through increased surveillance and activity within the precinct. Consideration has been given for locating activity generators in areas requiring additional potential for casual surveillance and potential witnesses to crime or anti-social behaviour. The planned increase in size of the neighbourhood centre on Colstoun Road combined with the mixed use development and increased residential development surrounding the Ashfield Reserve will serve to dramatically improve the natural surveillance on the reserve and also increase the activity around the reserve over longer periods of time.

The proposed land use mixes will also result in streetscape activation both during the day and night through commercial, retail and residential land uses providing different peak pedestrian activity and movement periods.

Promoting active pedestrian streetscapes through the strategic location of community activity areas, outdoor facilities, improvement in streetscape aesthetics, and design elements to encourage safer pedestrian activity such as crosswalks are also encouraged. There are several 'destination points' in the plan that surrounds the current and proposed local centres to facilitate pedestrian and vehicular movements. The termination points of either end of the proposed new 'main street' are anchored by a community space to the south and a proposed tavern or similar in the industrial area.

### 2.2.3 Built form

The majority of the study area, both north and south of the rail, is dominated by old building stock. On the southern side of the railway, the residential areas are mostly single dwellings on large lots. There is a large proportion of state housing and most of the built form is small, older style housing, with some buildings in a dilapidated state. There are several areas of newer grouped dwellings near Ashfield Primary School and some new houses built and being built closer to the river.

The industrial areas both north and south of the railway are made up of old building stock. Asbestos is present in some cases.. To the north especially there are large lots with large warehouses and store yards for equipment and vehicles.

The proposed changes in urban form within the precinct will be based upon providing higher densities and more diversity in land uses, creating/improving a local identity, providing housing choice and affordability and providing a high amenity environment.

#### Residential

The residential built form will vary across the precinct, providing a variety in housing choice, affordability and character. The increase in residential densities in key strategic locations will generally result in an increase of the scale of built form in these areas in the long term. The existing residential fabric south of Hardy Road in close proximity to the river is proposed to remain largely unchanged.

Proposed increased residential densities (R60-R100) in close proximity to Ashfield Reserve, Ashfield Primary School, Cyril Jackson Senior Campus, along Guildford Road and along Pearson Street (long term) will result in an increase in the scale of built form in these areas. Buildings





*2-3 storey residential development with nil setbacks and greater scale on prominent corners*



will generally be 3-4 storeys in height with nil (or minimal) front and side setbacks. This development will provide a continuous frontage along these roads and will contribute to the creation of the 'village' feel with close, intimate spaces and an increase in local activity within the area. It will also provide an increase in the passive surveillance of the streets and also the open spaces.

The remaining areas in the precinct will attract an increase of densities to either R40 or R60. These areas will typically be 1-2 storeys and will have greater front and side setbacks to retain the more open suburban nature of the residential area closer to the river (and further from the train station).

It will be important to retain, where appropriate, some heritage elements of the existing building fabric to ensure that the history and character of the area is maintained and celebrated. A blend of old and new buildings is desirable to create interesting and engaging streetscapes as well as maintaining the historical links with past communities.

### Retail/mixed use

The built form of the retail and mixed use areas along Colstoun Road, Guildford Road and Pearson Street will be similar to the higher density residential areas. Buildings of generally 3-4 storeys in height with minimal or nil front and side setbacks should be encouraged. Retail uses are encouraged on the ground level with either residential or a mixture of residential and commercial uses above. This will create improved local activity and passing pedestrian traffic in the precinct through an increased local population and close proximity to the train station.

The mixed use areas along Moojebing Street will be similar in built form, but without the retail component on the ground floor. These areas will be a mixture of commercial uses on the lower levels and residential uses on the upper levels.



*A variety of land uses should be encouraged with active frontages*







### Commercial

It is envisaged that the proposed commercial uses along Railway Parade will be 3-4 storeys in height to activate the key frontage along Railway Parade (and possibly a relocated Guildford Road function in the long term) and in close proximity to the train station (both existing and relocated).

### Industrial

Major changes in built form are not proposed for the remaining general industrial area.

### 2.2.4 Streetscapes

The streetscapes of the precinct require improvement to increase their attractiveness and amenity. If streetscapes are more attractive and pedestrian orientated, then it will encourage increased activity and interaction within the community, contributing to improved community safety and overall desirability of the area. Central to achieving this is better lighting and footpath quality to encourage the activation of public spaces in the streets. The use of vegetation and public furniture should also be considered to create attractive, green streets and more intimate environments around the retail centre to create a 'village' feel for the residents. Undergrounding the overhead power cables will also remove the negative visual impacts of the powerlines.

The higher density residential/retail areas will have closer, more intimate streetscapes to contribute to the creation of a 'village' feel. These streetscapes will also discourage large vehicle movements to preserve the residential character of the areas.

Providing a focus on natural gathering places through the streets that lead to these areas and creating interaction between the land uses and the public spaces is also a key aim of the plan. At fresco dining areas in the centre of the



village area on Colstoun Road (and later Pearson Street) would contribute to this interaction. The creation of a village square at the intersection of Colstoun Road and Maidos Street associated with the removal of parking areas to the rear of (or under) the mixed use/retail buildings will create an attractive focal/meeting point and an area of high amenity as an entry point into the precinct.

The suburban residential areas will have more open streetscapes with large shade trees and increased front building setbacks.

The streetscapes within the industrial area also need to be considered to ensure that this area complements the residential area to the south of the railway and remains an attractive industrial/commercial precinct for investment. This will need to include the new streetscape opportunities associated with the proposed Guildford Road realignment. Through their outline development plan, CSBP is committed to creating a 'contemporary, high quality landscape in the public domain with a focus on sustainability and providing a benchmark for development



Current Ashfield suburban streetscape





within the private domain' (TPG, 2007). Key elements of their vision include the retention of existing trees where possible, providing a simple and subtle palette of hard and soft landscape materials, the use of clean, contemporary forms, lines and patterns in the landscape, the use of public art in key locations such as entry points and open space to contribute to site identity and character, and to minimise water use wherever possible.

The streetscapes in the remainder of the industrial area should emulate this approach, utilising road reserves with adequate footpaths and efficient use of street trees and vegetation to encourage pedestrians to pass through the area where possible to ensure continued activation of an area that is traditionally not well trafficked by pedestrians

### 2.2.5 Sustainability

The recent increased investment in Perth's public transport network provides an opportunity to focus on urban consolidation around major transport nodes. As outlined in this report, Ashfield is well positioned to respond to this challenge through the promotion of Transit Oriented Development.

The objective is to create a more sustainable living environment centred on the train station and to encourage more efficient travel habits and building design. While some of this can be achieved through this precinct plan, ultimately it will fall to local governments to develop appropriate design guidelines or similar to encourage and enforce sustainable building design and community creation.

This precinct plan focuses on increasing residential densities in close proximity to the train station (Ashfield Reserve surrounds) and around the village centre on Colstoun Road in the short term. Increases in the diversity and number of retail and commercial opportunities provided by increased local population will contribute to increased activity within the precinct and provide more services to the

residents, promoting the elimination of journeys by car to surrounding centres.

Making sure that the walkable catchment of Ashfield train station covers the greatest possible area will ensure that more residents and employees have the chance to easily access and utilise public transport within the precinct. The proposed redirection of the bus routes to a relocated Ashfield train station will also serve to provide this opportunity for a greater number of people within the precinct.

Future guidelines for development within the precinct should ensure that buildings are positioned appropriately to take advantage of access to sunlight and prevailing breezes to maximise solar energy utilisation and natural cooling. Concepts such as solar energy generation and water recycling need to be explored and applied to development within the precinct to promote sustainable urban development.

Sustainable development can also be promoted through the specification of desired land uses that contribute to sustainable outcomes. For example, the industrial area (especially the CSBP site) could be the focus of renewable energy research and production (of the means of energy production). 'Industrial ecology' can be applied at a regional level for recovering waste materials such as concrete and timber while recycling of timber from demolition of houses creates opportunities for recycled furniture manufacturing and artisan industries. Industrial ecology can be practised on single industrial sites by recycling water, capturing gas emissions and utilising wastes as an energy source for cogeneration of electricity and steam. The establishment of specialised learning institutions focussing on renewable energy technologies should also be promoted (for example through a partnership scheme with the Cyril Jackson Senior Campus/Department of Education and Training and appropriate industries that may locate in the precinct).



Urban water management is also a key contributor to sustainable urban design and needs to be implemented within the physical environment of the precinct. Better urban water management through the application of water sensitive urban design is essential in the redevelopment of the Ashfield precinct. Principles such as the restriction of potable water usage outside of homes and buildings, stormwater management and modelling, maintenance of discharge volumes at pre-development levels and the maintenance of surface and groundwater quality at pre-development levels need to be applied. This is especially prudent as this precinct already has water quality issues and is in close proximity to the Swan River and there are key drainage features intersecting the precinct.

### 2.2.6 Key entry statements

Entry statements at key strategic locations in and around the precinct will help in identifying the precinct both for the local community and passing traffic. Public art is one way of creating a 'gateway' entry point to the precinct and may be used in conjunction with landscape design and different road treatments.



*Public art in many varieties*

The train station provides an opportunity for an entry statement as passengers enter the precinct. Appropriate statements for the residential and commercial/industrial areas south and north of the railway would identify the two areas to pedestrians and contribute to the improvement of the streetscapes in both areas.

### 2.2.7 Need for public art

The provision of public art can assist in creating interesting and interactive public spaces throughout the precinct by developing unique spaces and areas of focus. Public art also helps to create a sense of ownership of the precinct. Artwork can be used to create and highlight walking trails throughout the precinct and the presence of the river provides a source of inspiration. The students of the local primary school, and possibly the Cyril Jackson Senior Campus, should be encouraged to create some artwork for placement within the community.





### 3 Strategic implementation guide

It is important that the implementation framework recommended by this study be supported at the local and State Government level, by service providers and the community to ensure the successful implementation of this vision occurs progressively over time. The redevelopment of established urban areas present many difficulties and influencing change in the urban fabric is affected by challenges in respect to land tenure, service provision, community acceptance and funding issues.

Consequently, the successful implementation of the precinct plan will involve a staged approach with a focus on providing achievable and effective solutions in the short term, and a view to pursuing and implementing higher cost infrastructure improvements in the medium to long term.

A summary of the recommended implementation framework can be found in Table 4.

#### 3.1 Funding opportunities

Funding opportunities need to be identified to contribute to the major infrastructure works that this plan proposes. Features such as the relocation of the Ashfield train station, the realignment of Guildford Road and subsequent elimination of the Ashfield level crossing all require significant public and private investment.

At the federal level, one example of potential funding is the newly established Infrastructure Australia Fund and subsequent Building Australia Fund. A budget allocation of \$20 billion over four years has been established to provide support for a national approach to planning, funding and implementing the nation's future infrastructure needs. Allocations for this fund will be guided by Infrastructure Australia's national audit and infrastructure priority list. Their prioritisation methodology can be found at Appendix M. Given the current Federal Government's 'Nation Building' program and current Infrastructure Australia funding, similar funding agreements could be expected in the future.

At the local level, local governments can seek developers' contributions for community infrastructure, which is defined as 'the structures, systems and capacities which help communities and neighbourhoods to function effectively' (WAPC, 2008). The draft State Planning Policy 3.6: Development Contributions for Infrastructure outlines the principles and imposition of development contributions, with one of the key objectives of the policy focused on the promotion of efficient and effective provision of public infrastructure and facilities to meet the demands arising from new growth and development.

According to the policy, development contributions may relate to the requirements of utility providers, State Government requirements and the requirements of local



government. Developers' contributions from all new development initiatives in the precinct will be required to establish streetscapes, other public space improvements and required infrastructure upgrades in the form of land contributions and infrastructure works, as outlined in Appendix 1 of the policy (see Appendix N).

There are three stages to the imposition of development contributions. The first involves the formulation and agreement of development contributions (through an adopted development contribution plan), the second involves the calculation and application of the contributions and the final stage is where the contributions become due and payable as part of the clearance process (issuance of titles).

#### 3.2 Capital improvements

##### 3.2.1 Roads and railway

In relation to improvements in the road and railway network within the precinct, the following actions are recommended.

- Further studies need to be carried out for the train station relocation, lowering of the railway and the realignment of Guildford Road as these will all affect the road network in some way.
- A traffic impact study (including freight movements) should be undertaken in line with feasibility studies to determine the effect of the proposed changes to the movement network on surrounding land uses and the community.
- To facilitate any traffic or feasibility studies, a detailed design concept for the Guildford Road realignment would be required.



- Roads identified in the road hierarchy as being major roads may require upgrading to ensure their capability to facilitate the proposed functions.
- Vincent Street will need to be constructed to create a connection from Guildford Road to Wicks Street.
- In the short term, the options for upgrading the intersection at Colstoun Road and Guildford Road will need to be investigated and in the long term Pearson Street/Guildford Road intersection may need to be signalised.
- Other improvements will include the creation of a roundabout at the intersection of Fisher Street and Reid Street to connect Reid Street and Margaret Street and the creation of the village square alignment at the intersection of Colstoun Road and Maidos Street.

### 3.2.2 Streetscapes

The following actions are required in relation to streetscapes.

- Design guidelines should be prepared for specific areas of the precinct (for example Colstoun Road and Pearson Street) to establish specific requirements for the public realm.
- Developers' contributions from all new development initiatives in the precinct will be required to establish streetscape and other public space improvements. This will involve the formulation of developer contribution plans (see Section 3.3).
- Existing and future landscape links and linear parks should be identified and promoted throughout the precinct (connections to the river and green corridor along the Guildford Road/rail corridor).
- The Moojebing Reserve could be redeveloped as a recreation reserve in the future given the lack of public open space in that area of precinct.

### 3.2.3 Train station

The following actions are required in relation to the existing Ashfield train station.

- Establish a formal park and ride facility on the northern side of the railway near the existing railway station to ease pressure on Bassendean (short term function)..
- An early basic upgrade (including disability requirements) of the existing Ashfield Station and footbridge will be required to ensure that it can cope with the increased patronage the short term development proposed will create. It will also make it a more attractive and safer space for the community.

### 3.2.4 Built form

The following actions are required in relation to the built form in the precinct.

- Design guidelines need to be developed and adopted by the local government for the specific areas of redevelopment in the precinct (Colstoun Road, land surrounding Ashfield Reserve, Pearson Street) to ensure the highest quality and consistency of development in these key strategic locations.
- There is an urgent need to improve the amenity and the land use mix near the existing IGA supermarket. This may involve streetscape planning, geotechnical investigations of Ashfield Reserve and the confirmation of the demand for residential apartments in the area.
- The built form in the proposed commercial strip on the CSBP site (the prolongation of main street) should have nil setbacks with street activating facades.
- Due to high exposure, high quality buildings and development should be promoted at the western end of the Guildford Road/rail corridor to create a gateway effect.

## 3.3 Statutory requirements

The implementation of this plan will require modifications to both the Town of Bassendean and City of Bayswater town planning schemes. In the short term these include:

- rezoning and density changes as per the land use plan;
- considering the introduction of minimum residential densities to achieve the highest and best use of the land;
- changes to plot ratios to accommodate the proposed building heights;
- introduction of development contribution plans and development contribution areas into both schemes as per draft State Planning Policy 3.6;
- the introduction of statutory measureable targets for key sustainability indicators within the precinct, including water usage and quality and the energy performance of buildings (targets should identify water reuse and energy efficiency percentages for buildings/land uses);
- the introduction of requirements for new buildings to meet the standards for sustainable buildings (for example, at a minimum, a 4-Star Green Star building and/or a minimum 4 star rating using the Australian Building Greenhouse Rating scheme).

Amendments to the Metropolitan Region Scheme zoning in the precinct will also need to be considered, including potential adjustments to the Guildford Road and railway



reserves to accommodate a modified intersection at Colstoun Road and Guildford Road, and to accommodate the long term Guildford Road realignment.

### 3.4 Governance

The implementation of the precinct plan will require strong governance and cooperation between both local councils and the State Government. The following actions and concepts should be considered.

- A partnership between the local governments (a memorandum of understanding or MOU) could also be initiated outlining their commitment to the plan and to provide assurance to developers of the future intentions for the precinct.
- The formation of a dedicated steering body with State and local government representation to oversee development and implementation of the plan.
- There needs to be coordinated development of the Ashfield Reserve surrounds and the Colstoun Road village area.

### 3.5 Land assembly

The assembly of land and dealing with land tenure issues that will arise during the implementation of this plan is a critical factor that needs to be efficiently dealt with. The following actions are recommended to be undertaken to assist in the assembly of necessary land parcels and to deal with private land tenure issues.

- A guided development plan is needed for the residential areas surrounding Ashfield Reserve to facilitate the redevelopment of the privately held land. Government catalyst demonstration projects on State-owned land are recommended to initiate development and showcase what the objectives and outcomes are to the residents.
- A commitment from CSBP will be required to agree to the proposed primary road layout and associated proposed land uses (this has been obtained – See Appendix J).
- Transitional design guidelines will be required for the Bayswater Industrial Area (south of the railway line).
- A village precinct development plan for Colstoun Road needs to be developed to co-ordinate and initiate the development of a village area as a key catalyst for wider redevelopment.
- The State or local governments need to pursue a commitment to the redevelopment of the western edge of Ashfield Reserve fronting Colstoun Road as part of the creation of the village centre;
- Dialogue between the local governments and the landowners in the area (surrounding Ashfield Reserve especially) needs to be established and maintained.

- The redevelopment of the lots facing the Ashfield Reserve could occur under several scenarios:
  - guided 'improvement plan' under the Planning and Development Act
  - demonstration projects on land already in Government ownership
  - collaborative development scheme involving a partnership between land owners and Government.

### 3.6 Implementation action framework

The following table outlines the key actions, time frames and responsibilities to assist in the implementation of the Ashfield Precinct Plan.

Table 4: Implementation action framework

Action	Agencies involved
<b>Short term (1-5 years)</b>	
Action	Agencies involved
• Initiation of a partnership (MOU) between the Town of Bassendean and City of Bayswater to outline a commitment in principle to the Ashfield Precinct Plan	ToB, CoB
• Consideration of Ashfield within a comprehensive economic and commercial analysis, possibly as part of local government commercial strategies as well as a land use feasibility study to establish the level of demand for higher density residential development in Ashfield	ToB, CoB, DoP
• Amend both local planning schemes to reflect land use, residential density changes and to accommodate proposed building heights, development contribution plans and key sustainability indicators	ToB, CoB
• Resolve vehicular access issues for the CSBP site to allow the redevelopment of that site to commence	MRWA, DoP
• A village precinct development plan (including design guidelines) for Colstoun Road to guide development	ToB, DEC
• Seek an agreement from the State and local governments to the redevelopment of the western edge of Ashfield Reserve fronting Colstoun Road	DoP, ToB
• An adequate dialogue with the landowners in the area (especially surrounding Ashfield Reserve) needs to be established and maintained	ToB, CoB
• Investigate a mechanism to guide development for the residential areas surrounding Ashfield Reserve	ToB, DoH
• Further studies for the train station relocation, sinking of the railway and the realignment of Guildford Road to allow decisions to be made over major infrastructure issues and provide certainty to potential developers	MRWA, PTA, DoP, ToB, CoB
• A traffic impact assessment (including freight movements) to investigate the effect of the proposals on regional, district and local traffic movements	MRWA, DoP, CoB, ToB
• Construction of Vincent Street to create a connection from Railway Parade to Wicks Street	ToB, CoB
• Review of the intersection at Colstoun Road and Guildford Road to improve safety and access until such time as Guildford Road is realigned	MRWA, DoP, ToB
• Metropolitan Region Scheme rezonings for adjustments to the Guildford Road and railway reserves to accommodate the modified Colstoun Road and Guildford Road intersection	DoP, MRWA, PTA, ToB, CoB
• Investigate developer contributions requirements for streetscape improvements and civic infrastructure as per SPP 3.6	ToB, CoB
• The formation of a dedicated steering body with State and local government representation to oversee development and implementation of the plan	DoP, ToB, CoB, PTA, MRWA
• Establishment of a limited park and ride facility on the northern side of the railway near the existing railway station	PTA, ToB
• A basic upgrade of the existing Ashfield station and footbridge	PTA
• Design guidelines for the built form in the proposed commercial strip on the CSBP site should be established and have nil setbacks with street activating facades	CoB, ToB
• Seek an agreement for a time frame for the potential train station relocation	PTA, DoP
<b>Medium term (5-10 years)</b>	
• Preparation of design guidelines for the Pearson Street main street/Bayswater industrial area	CoB, ToB
• High quality development should be promoted along the Guildford Road/railway corridor	ToB, CoB
<b>Long term (10+ years)</b>	
• Review of Pearson Street/Guildford Road intersection	MRWA, ToB, CoB
• Consideration of the Moojebing Reserve as a recreation reserve to serve the anticipated growth in residential population in the western portion of the study area	CoB
• Transitional design guidelines will be required for the Bayswater industrial area	CoB

CoB – City of Bayswater  
DoP – Department of Planning  
PTA – Public Transport Authority

DEC – Department of Environment and Conservation  
MRWA – Main Roads WA  
ToB – Town of Bassendean









Trinity Ingram - One Thousand Beautiful Things.

## Artwork Registrations

To enter please go online to:

[www.trybooking.com/261081](http://www.trybooking.com/261081)

If you are not able to register online and would like an entry form, please contact the Cultural Development Officer on 9377 8000 or email [events@bassendean.wa.gov.au](mailto:events@bassendean.wa.gov.au)

## Conditions of Entry

1. Entries are limited to one (1) artwork per person.  
Entry forms must be accompanied by the \$22 entry fee (includes GST) and should arrive at the Town of Bassendean no later than **5pm, Friday 11 August 2017**.  
Cheques or money orders are to be made payable to the Town of Bassendean. Cash and credit card payments must be made in person. **NO LATE ENTRIES ACCEPTED.**
2. All work must be no more than 1 year old from closing date, must be the original work of the artist and NOT previously exhibited.
3. The Town of Bassendean reserves the right to reject any entry. Entry fees will be refunded for works not displayed. Organisers reserve the right not to make an award if entries in a particular section are insufficient.
4. The Judging Panel's decision is final, no correspondence will be entered into. All entries will be considered by the judges.
5. **Artwork size - 2 dimensional:** Maximum size not exceeding **1m x 1m** (including frame) and weight is not to exceed 15kg or it can not be accepted.
6. **Artwork size - 3 dimensional:** All artworks must be pieces that can stand freely. Cannot exceed 2 metres in any direction, and weight does not exceed 45kg or it can not be accepted.  
Entrants wishing to submit 3D pieces MUST discuss their proposal with the Curator well in advance and provide a photograph, to assist with display.

## Conditions of Entry continued

7. Entries shall be presented to exhibition standard and must have suitable hanging devices attached. D-Latches and hanging cord are the preferred method. Works not presented this way will not be accepted. Diptych or Triptych within total maximum size limit will be accepted as one entry. All entries must be dry.
8. Work must include the Label from the entry form attached to the back bottom right hand corner of the artwork.
9. All works exhibited must be for sale (except school entries). A commission of 20% will be charged on all sales during the exhibition and must be included in the selling price quoted. **NO LATE CHANGES WILL BE ACCEPTED.**
10. The Town of Bassendean, whilst taking good care, will not take responsibility for the damage or loss of artworks. It is the responsibility of the artist to provide insurance for the artworks.
11. **Unsold artworks must be collected on Wednesday 27 September 2017, 4pm to 7pm only.** Your artwork will not be released without proof of identity (photo ID). Collection of works will be at the entrant's expense. The Town of Bassendean will not store or hold uncollected artworks.
12. If you are unable to collect your work in person, you can designate a representative who must show written authorisation from you, including a specimen signature of the agent, and proof of their identity. Your work will not be released without proof of identity.
13. **The Town will not organise the return of artwork.**  
Regional artists sending artworks via courier are responsible for re-packaging and return of unsold work.
14. No items may be removed from the Exhibition before the collection closing time, 4pm Wednesday 27 September 2017.
15. The Town reserves the right to reproduce all entries in print and electronic media for promotional purposes. All information, descriptions and conditions included on this entry form/flyer form part of the conditions of entry for the 2017 Bassendean Visual Art Awards.

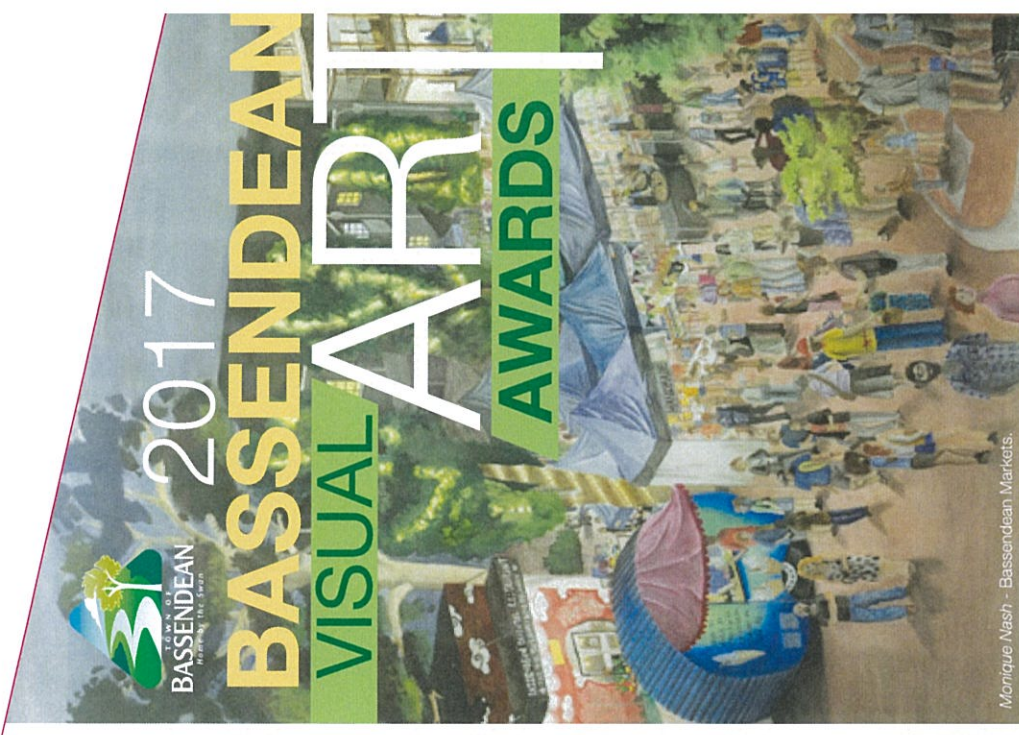
All enquiries to Town of Bassendean Cultural Development Officer on 9377 8000 or [events@bassendean.wa.gov.au](mailto:events@bassendean.wa.gov.au)



T : 9377 8000

E : [events@bassendean.wa.gov.au](mailto:events@bassendean.wa.gov.au)

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Monique Nash - Bassendean Markets.

**21-27 SEPTEMBER 2017**

**VENUE** Bassendean Community Hall, 48 Old Perth Road  
REGISTRATIONS CLOSE Friday 11 August 2017

[www.bassendean.wa.gov.au](http://www.bassendean.wa.gov.au)

bassendean

# **ATTACHMENT NO. 4**

# DOCUMENTATION OF PLACES FOR ENTRY IN THE REGISTER OF HERITAGE PLACES

1. **DATA BASE No.** 25501
2. **NAME** *Red Post Boxes Group*  
**FORMER NAME (or OTHER NAMES)** VR 1876 Post Box, Bassendean; Brussels-style Post Box, Busselton; VR 1894 Post Box, Kalgoorlie Railway Station; VR 1897 Post Box, Kalgoorlie Hotel
3. **LOCATION** Bassendean, Busselton, Kalgoorlie
4. **DESCRIPTION OF PLACE INCLUDED IN THIS ENTRY**
  1. Part of Surrey Street Road Reserve, Bassendean
  2. Part of Queen Street Road Reserve, Busselton
  3. Part of Reserve 9321 being portion of Lot 326 on Deposited Plan 59395 and being part of the land in Crown Land Title Volume 3161 Folio 953
  4. Part of Wilson Street Road Reserve, Kalgoorlie
5. **LOCAL GOVERNMENT AREA** City of Kalgoorlie-Boulder
6. **OWNER**
  1. State of Western Australia (Responsible Agency: Department of Lands, Statutory Authority: Town of Bassendean)
  2. State of Western Australia (Responsible Agency: Department of Lands, Statutory Authority: City of Busselton)
  3. State of Western Australia (Responsible Agency: Public Transport Authority)
  4. State of Western Australia (Responsible Agency: Department of Lands, Statutory Authority: City of Kalgoorlie-Boulder)
7. **HERITAGE LISTINGS**
  - Register of Heritage Places:

P1279 <i>Kalgoorlie Railway Station</i> Permanent Entry (inclusive of VR 1894 Post Box, Kalgoorlie Railway Station)	14/09/2001
P1279 <i>Kalgoorlie Railway Station</i> Interim Entry (inclusive of VR 1894 Post Box, Kalgoorlie Railway Station)	04/08/1992
  - National Trust Classification:

P1279 <i>Kalgoorlie Railway Station</i> Classified (inclusive of VR 1894 Post Box, Kalgoorlie Railway Station)	----- 13/06/1978
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  - Town Planning Scheme: -----
  - Municipal Inventory:



P7406 VR 1876 Post Box, Bassendean	22/11/ 2005
Brussels-style Post Box, Busselton <sup>1</sup>	20/06/1996
P1279 Kalgoorlie Railway Station (inclusive of VR 1894 Post Box, Kalgoorlie Railway Station)	09/07/2001
P7505 Kalgoorlie Hotel (inclusive of VR 1897 Post Box, Kalgoorlie Hotel)	09/07/2001
• Register of the National Estate:	-----
P1279 Kalgoorlie Railway Station Registered (inclusive of VR 1894 Post Box, Kalgoorlie Railway Station)	21/10/1980

## 8. ORDERS UNDER SECTION 38 OR 59 OF THE ACT

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## 9. HERITAGE AGREEMENT

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## 10. STATEMENT OF SIGNIFICANCE

*Red Post Boxes Group*, a collection of four in-service decorative red cast iron pillar post boxes in two designs erected between 1876-1897, has cultural heritage significance for the following reasons:

the place is rare as a collection of in-service cast iron post boxes;

the Brussels-style Post Box, Busselton is very rare as the only post box of this style remaining in Western Australia;

the place is indicative of the introduction of pre-payment of postage to Western Australia from 1854;

the place is indicative of the development of Western Australia's postal system, and its wide ranging network across the vast State;

the place demonstrates the once common practice of manufacturing post boxes in cast iron and reflects that iron foundries were once numerous across the State; and,

the place has high integrity and authenticity as the post boxes continue to be in use for their original purpose with minimal alterations.

<sup>1</sup> P5304 Old Busselton Post Office Site & Post Box

## 11. ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

The criteria adopted by the Heritage Council in November 1996 have been used to determine the cultural heritage significance of the place.

### PRINCIPAL AUSTRALIAN HISTORIC THEME(S)

- 3.7.1 Establishing postal services

### HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 206 Mail services
- 404 Community services and utilities

#### 11.1 AESTHETIC VALUE\*

*Red Post Boxes Group* is an example of decorative but functional cast iron work in public infrastructure. (Criterion 1.1)

#### 11.2 HISTORIC VALUE

*Red Post Boxes Group* is indicative of the introduction of pre-payment of postage to Western Australia from 1854. (Criterion 2.1)

*Red Post Boxes Group* is indicative of the development of Western Australia's postal system, and it's wide ranging network across the vast State. (Criterion 2.1)

*Red Post Boxes Group* demonstrates the once common practice of manufacturing post boxes in cast iron and reflects that iron foundries were once numerous across the State. (Criterion 2.4)

#### 11.3 SCIENTIFIC VALUE

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#### 11.4 SOCIAL VALUE

*Red Post Boxes Group* is valued by the local communities for providing postal services. (Criterion 4.1)

*Red Post Boxes Group* is valued by the community for nostalgic and heritage reasons. (Criterion 4.1)

## 12. DEGREE OF SIGNIFICANCE

### 12.1 RARITY

Brussels-style Post Box, Busselton is very rare as the only 'Brussels-style' post box extant in Western Australia. (Criterion 5.1)

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\* For consistency, all references to architectural style are taken from Apperly, R., Irving, R., Reynolds, P. *A Pictorial Guide to Identifying Australian Architecture. Styles and Terms from 1788 to the Present*, Angus and Robertson, North Ryde, 1989.

For consistency, all references to garden and landscape types and styles are taken from Ramsay, J. *Parks, Gardens and Special Trees: A Classification and Assessment Method for the Register of the National Estate*, Australian Government Publishing Service, Canberra, 1991, with additional reference to Richards, O. *Theoretical Framework for Designed Landscapes in WA*, unpublished report, 1997.

*Red Post Boxes Group* is rare as a collection of in-service cast iron post boxes. The majority of post boxes of this age and type are no longer used for postal services and/or are now located within heritage precincts or museum. (Criterion 5.1)

*Red Post Boxes Group* is rare as demonstrating the once common practice of manufacturing post boxes in cast iron. (Criterion 5.2)

#### **12.2 REPRESENTATIVENESS**

*Red Post Boxes Group* is representative of Western Australia's postal network. (Criterion 6.2)

#### **12.3 CONDITION**

*Red Post Boxes Group* appears to be in good condition.

#### **12.4 INTEGRITY**

*Red Post Boxes Group* has high integrity as the post boxes continue to be used for their original purpose.

#### **12.5 AUTHENTICITY**

*Red Post Boxes Group* has high authenticity as the post boxes appear to be in their original state, with minimal alteration.



### 13. SUPPORTING EVIDENCE

The documentation for this place is based on the heritage assessment completed by the State Heritage Office in February 2017, with amendments and/or additions by the State Heritage Office and the Register Committee.

#### 13.1 DOCUMENTARY EVIDENCE

*Red Post Boxes Group* is a collection of four in-service decorative red cast iron pillar post boxes in two designs erected between 1876-1897, located at various sites across in Western Australia.

Within six months of the establishment of the Swan River Colony, a rudimentary postal system had been established, with the Harbour Master at Fremantle being appointed postmaster of the colony.<sup>2</sup> Predominately occupied with the management of mail incoming and outgoing by sea, letters could only be paid for at his office.<sup>3</sup>

As the population grew, post offices were established across the State, initially housed in the local postmaster's residential or business premises, and later in purpose-built post office buildings. Mail was carried by contract, on horseback or spring cart, or by native mail-carriers.<sup>4</sup> Mail routes were long, covering great distances to reach the scattered population, and expensive to maintain.<sup>5</sup> The high charge of postage resulted in colonists preferring to send mail via private agency rather than use the colonial postal service.<sup>6</sup>

In 1854, adhesive postage stamps were introduced to Western Australia, regulating the price and making prepayment of postage compulsory.<sup>7</sup> Prepaid postage facilitated the introduction and operation of post boxes - letter receivers located away from a post office or shop.<sup>8</sup>

First introduced in Great Britain in 1851/52 (in the Channel Islands)<sup>9</sup> and Australia in 1855/56 (at Circular Quay in Sydney),<sup>10</sup> Western Australia's first post boxes are thought to have been erected in Fremantle in 1868.<sup>11</sup>

These cast iron pillar post boxes were manufactured to a similar, but less decorative, design found in Great Britain at that time – the red hexagonal 'Penfold' design which was standard issue in Britain from 1866 to 1879.<sup>12</sup>

<sup>2</sup> 'The Post Office in Western Australia During the First Fifty Years', by Captain Owen, in *Early Days being the Journal and Proceedings of the Western Australian Historical Society*, Vol V – Part 1 (1955), p. 66.

<sup>3</sup> Owen, George E., *The Postal History of Western Australia 1829-1901* (Melbourne: 1959), p. 2.

<sup>4</sup> Ibid., p. 4., and 'The Post Office in Western Australia During the First Fifty Years', by Captain Owen, in *Early Days*, Vol V – Part 1 (1955), p. 64.

<sup>5</sup> Owen, George E., *The Postal History of Western Australia 1829-1901* (1959), p. 2.

<sup>6</sup> Ibid., p. 5.

<sup>7</sup> Ibid.

<sup>8</sup> Farrugia, Jean Young, *The Letter Box: A History of Post Office Pillar and Wall Boxes* (Sussex, UK: 1969), p. 191.

<sup>9</sup> Ibid., p. 25.

<sup>10</sup> Ibid., p. 209.

<sup>11</sup> 'The Half-way Tree: A Memorial Pillar Box'. *The West Australian*, 15 October 1936, p. 14. 'Pillar-Box', *The West Australian*, 19 November 1949, p. 24.

<sup>12</sup> Farrugia, *The Letter Box* (1969), p. 50.

It is not known who manufactured these early boxes as there is no foundry mark on the surviving examples, however it is thought that they were made in Western Australia rather than being imported from Britain or the Eastern States.<sup>13</sup> Two 1868 pillar boxes survive in Western Australia, one on Stirling Highway in Claremont and one at Perth Zoo, however neither are in operation and neither are in their original location, and they are not included in this group.

It is presumed that post boxes were erected on an ad hoc basis, as no documentation has been found to support them being erected as part of an organised scheme. It appears that the post boxes were placed where demand dictated, in locations where the nearby population was not large enough to warrant a post office but which nevertheless generated enough post to warrant a box.

Although abandoned in Great Britain in 1879 following complaints that letters were becoming trapped in the hexagonal design, the 'Penfold' design appears to have been standard issue in Western Australia until the Commonwealth took control of the postal system following Federation in 1901.<sup>14</sup> Three of the four post boxes included as part of *Red Post Boxes Group* are of 'Penfold' design -

- VR 1876 Post Box, Bassendean
- VR 1894 Post Box, Kalgoorlie Railway Station
- VR 1897 Post Box, Kalgoorlie Hotel

From 1891, all of Western Australia's pillar post boxes were manufactured by the J & E Ledger Foundry in Perth.<sup>15</sup> Both Kalgoorlie boxes were cast by the Ledger Foundry, however as the Bassendean box predates 1891, the manufacturer is unknown.

Each of the three 'Penfold' boxes display the royal cipher VR, for Victoria Regina (Latin for Queen Victoria), and the date of their manufacture.

The fourth box in the group - Brussels-style Post Box, Busselton – is a 'Brussels-style' design cast in c.1891.<sup>16</sup> Much more ornate than the 'Penfold', the circular structure has an ornamental capital and base, and was considered superior 'in appearance and arrangement'.<sup>17</sup> This box was made in New South Wales by W Taylor, Paragon Foundry.<sup>18</sup> Unlike the three 'Penfold' boxes, it does not display the royal cipher or date of manufacture. It is not known whether the post box was first erected in Busselton in c.1891, the year that it was cast, or whether it was erected at a later date (possibly having been in operation in New South Wales for a period).

<sup>13</sup> Hobson, Sue, *Cast Iron Pillar Boxes of Western Australia: An Early History of the J & E Ledger Foundry* (2015), p. 14.

<sup>14</sup> Farrugia, *The Letter Box* (1969), p. 51. Hobson, *Cast Iron Pillar Boxes of Western Australia* (2015), pp. 41-44.

<sup>15</sup> Hobson, *Cast Iron Pillar Boxes of Western Australia* (2015), pp. 11, 17.

<sup>16</sup> Ibid., p. 41.

William Taylor's Paragon Foundry operated in Sydney, NSW from the 1880s until at least 1914. Briggs, Adel, *Cast In Iron: New South Wales Letter Receivers* (2013) pp. 204, 205.

<sup>17</sup> Farrugia, *The Letter Box* (1969), p. 206.

<sup>18</sup> Briggs, *Cast In Iron* (2013), p.45.

From 1901, coinciding with Federation and the death of Queen Victoria, the design of Western Australia's pillar post boxes changed. Unlike the earlier 'Penfold' styled boxes, the new post boxes were not similar to other designs used in Britain. The overall shape of the new cylindrical box shared similarities with the 'Brussels-style' design, however it was much more restrained in decoration, having just the Royal Cipher and Swan emblem cast into its front. Between 1901 and 1909 the royal cipher ER for Edward Rex (King Edward VII) was used, followed by GR for George Rex (King George V) from 1910.<sup>19</sup> No ER or GR boxes are included as part of *Red Post Boxes Group*. None of the boxes from this period continue to be operational post boxes.

To date, no cast iron pillar post boxes manufactured after 1912 have been identified in Western Australia. It is unclear whether cast iron pillar box manufacturing ceased altogether after 1912, or whether later boxes just haven't been identified. It is probable that the development of new, cheaper materials, improved technologies and quicker manufacturing options contributed to the move away from cast iron boxes.

There is a significant lack of information about Western Australia's post boxes from 1912 to 2017. It is not known how the shape and design changed over time, or what materials or manufacturing processes were used.<sup>20</sup>

It appears that cast iron post boxes were slowly taken out of postal circulation in the twentieth century and removed from their original locations. In New South Wales, cast iron post boxes were frequently moved from one location to another,<sup>21</sup> however they were decommissioned more significantly in the 1970s, due to the inconvenience of the low hanging access door, which caused the mail man to bend or kneel to clear them.<sup>22</sup>

In 2017, over 50 cast iron post boxes have been identified in Western Australia. All but the four included as part of *Red Post Boxes Group* are no longer in operation and have been relocated away from their original site.

All four post boxes included as part of *Red Post Boxes Group* appear to be in good condition, and are still used by Australia Post today (2017).

### 13. 2 PHYSICAL EVIDENCE

*Red Post Boxes Group*, a collection of four in-service cast iron pillar post boxes, which comprises:

- VR 1876 Post Box, Bassendean
- VR 1894 Post Box, Kalgoorlie Railway Station
- VR 1897 Post Box, Kalgoorlie Hotel
- Brussels-style Post Box, Busselton

#### 'Penfold' Post Boxes:

*VR 1876 Post Box, Bassendean*

<sup>19</sup> Hobson, *Cast Iron Pillar Boxes of Western Australia* (2015), pp. 27, 31.

<sup>20</sup> Emma Stevenson, Australia Post, conversation with Sian Ferraz, State Heritage Office, 18 January 2017.

<sup>21</sup> Briggs, *Cast In Iron* (2013), pp 78, 79, 80, 87.

<sup>22</sup> *Ibid.*, p.39.



*VR 1894 Post Box, Kalgoorlie Railway Station*

*VR 1897 Post Box, Kalgoorlie Hotel*

Three of the four boxes in this group were manufactured as a less decorative version of the British 'Penfold' design, which had been standard issue in Britain from 1866 to 1879, and appears to have been standard issue in Western Australia until the Commonwealth took control of the postal system following Federation in 1901.<sup>23</sup>

These hexagonal post boxes are approximately 120cm (4ft) in height with a horizontal posting slot beneath a domed and cantilevered, projecting cap. Above the posting slot, the royal cipher - VR, for Victoria Regina (Latin for Queen Victoria) - and date of manufacture is cast. Below the posting slot, a locked rectangular door allows access to the interior.

The Kalgoorlie Hotel box is topped with a decorative finial, whereas the Bassendean and Kalgoorlie Railway Station boxes are not. It is unclear whether the earlier boxes were manufactured without finials or whether they were removed at some point. The Kalgoorlie Hotel box is also mounted onto a plinth, whereas the Bassendean and Kalgoorlie Railway Station boxes are not.

#### Brussels-style Post Box, Busselton

The Busselton post box is a 'Brussels-style' design, a circular structure with an onion shaped ornamental cap and decorative base. The posting slot sits beneath the projecting ornamental cap. A rectangular access door sits above the decorative base. Between the posting slot and the access door, the raised lettering 'POST BOX' wraps around the structure.

Unlike the three 'Penfold' boxes, it does not display the royal cipher or date of manufacture.

Cast in New South Wales, it is not known whether this post box was first erected in Busselton in c.1891 (the year that it was cast) or whether it was erected at a later date (after having been in operation in New South Wales for a period).

All four post boxes appear to be in good condition, and are still used by Australia Post today (2017).

### **13.3 COMPARATIVE INFORMATION**

Post retrieval boxes located away from postal establishments were only possible after the invention and adoption of adhesive postage stamps, which enabled the pre-payment of postage.<sup>24</sup> This occurred in Britain in 1840, and reached Australia by 1850 and Western Australia by 1854.<sup>25</sup>

The design of Australia's first post boxes, in Sydney, were based on the 'Brussels-style' boxes found in Brussels and Paris, however, Western Australia opted for a more conservation design, adopting a restrained version of the British 'Penfold' design.

<sup>23</sup> Farrugia, *The Letter Box* (1969), pp. 50, 51

<sup>24</sup> *Ibid.*, p. 191.

<sup>25</sup> *Ibid.*, pp. 191, 209., and Owen, *The Postal History of Western Australia 1829-1901* (1959), p. 9.

A 2015 study of cast iron post boxes in Western Australia identified 52 cast iron of post boxes still extant across the State, of varying design, manufactured between 1868 and 1912.<sup>26</sup> Thirty seven are of 'Penfold' design, fourteen are post-1901 cylindrical, and one is 'Brussels-style'.

The vast majority (48 of 52) are no longer used for postal services and are now located within heritage precincts or museums.<sup>27</sup> The remaining four in-service cast iron pillar post boxes are included as part of *Red Post Boxes Group*.

No cast iron post boxes manufactured after 1912 have been identified, and no wider history of post boxes in Australia has been found as part of this assessment. As there is a significant lack in information about the history and development of Western Australia's post boxes from 1912 to 2017, it is difficult to determine the comparative significance of *Red Post Boxes Group* to other post boxes of other periods.

The above analysis suggests that the four post boxes included as *Red Post Boxes Group* are rare as cast iron post boxes still in operation. The post box in Busselton is particularly rare, as the only 'Brussels-style' post box identified in the State.

#### 13.4 KEY REFERENCES

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#### 13.5 FURTHER RESEARCH

Further research into the history and development of post boxes in Western Australia is required.

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<sup>26</sup> Hobson, *Cast Iron Pillar Boxes of Western Australia* (2015).  
<sup>27</sup> Hobson, *Cast Iron Pillar Boxes of Western Australia* (2015), pp. 41-46.



HERITAGE COUNCIL  
STATE HERITAGE OFFICE

# HC CURTILAGE MAP P25501-A RED POST BOXES GROUP

PREPARED BY BERNHARD KLINGEISEN (SENIOR LAND INFORMATION OFFICER) 3/02/2017







<b>NAME OF PLACE</b>	<b>Town Pillar Box</b>
Other names	Post Box Letter Box
Address	Surrey St cnr North Road
Suburb/town	BASSENDAN

<b>LAND DESCRIPTION</b>			
Reserve No: Road Reserve	Lot No:	Diagram or Plan:	Vol/Fol:
<b>TOB Assessment No:</b>		None	

<b>HERITAGE LISTINGS</b>	
inHerit database No	7406
Other Listing	

<b>PLACE TYPE</b>	Other Structure
<b>ORIGINAL USE</b>	Communications: other structure
<b>CURRENT USE</b>	Communications: other structure
<b>OTHER USE</b>	

<b>CONSTRUCTION DETAILS</b>	
Construction Date	c1876
Walls	Metal: cast iron
Roof	N/A



<b>Other</b>	
<b>Architectural Style</b>	N/A
<b>Physical Description:</b> <p>This pillar box is a relatively simple and unadorned example of a 19<sup>th</sup> century traditional post box.</p> <p>The box is a hexagonal cast iron cylinder with a simple angled cap with the notation '1876 VR' moulded into one surface of cap. The horizontal opening below the cap has the word 'LETTERS' cast into the weather flap.</p> <p>A single moulded band is located below the letter opening and a key opening door allows access to the interior of the box. The door is hinged with two metal hinges.</p> <p>The entire box is painted red although some fading is evident and remnant paper from former signage is present. Branding for Australia Post is located on the front face of the box. The box appears to be in good condition [2015].</p>	
<b>Condition</b>	Good
<b>Integrity</b>	High
<b>Authenticity</b>	High

#### HISTORICAL INFORMATION

##### Historical Notes:

This pillar box is one of the designs created by English architect John Penfold whose standardised designs were used throughout the British Isles and across the world. Penfold boxes come in three sizes and altogether there are nine different types and were manufactured between 1866 and 1879. Pillar boxes were exported across the globe however they were known to be locally made and the Western Australian Rail Transport Museum in Bassendean have a locally manufactured pillar box located on their premises.

Pillar boxes are cast with the initials of the reigning monarch therefore it is known that this box was manufactured during the reign of Victoria I. It is not clear if the date 1876 cast into head of the box refers to its date of design or manufacture.

Postal services in Western Australia in the second half of the 19<sup>th</sup> century were overseen by the Colonial Post and Telegraph Office within the Colonial Secretary's Office. Anton Helmich was the Post Master General of the Colony between 1847 and 1887 and he oversaw the introduction of adhesive postage stamps for the colony in addition to developing the provision of services throughout the colony. The Commonwealth assumed control of all postal services on 1 January 1901.

The decision to erect a pillar box at this site in Surrey Street c1876 was consistent with the location of the Pensioner Guard cottages in Surrey Street (built in the 1850s) and the relatively few settlers who lived in the locality known as 'West Guildford' until the 1920s.

It has not been established when this pillar box was erected at the site or if it is a locally manufactured box. A pillar box is known to have been located near the former Lockeridge Hotel in 1910 indicating that pillar boxes were positioned around the townsite.

In 1950, a newspaper article in *The West Australian* stated that the pillar box was to be removed and be replaced with a contemporary 'mail receiver'. This did not occur and it is recorded in *The Bassendean Town News* of March 1979 that a proposal in 1975 to remove the pillar box by Australia Post was fought and won by the Bassendean Town Council. Since that time the pillar box has been retained and continues to be used for its original purpose.

<b>Historic Theme</b>	Transport and communications: Mail services
<b>Associations:</b>	Post Master Generals Department



#### STATEMENT OF SIGNIFICANCE:

- The pillar box has historic value as a rare remaining element from the 19<sup>th</sup> century in the Bassendean community which demonstrates the establishment of the small settlement at this time.
- The pillar box has aesthetic value as an example of 19<sup>th</sup> century design and manufacture which is in good condition.
- The pillar box has social value as on at least two occasions the proposed removal of the pillar box has seen a strong community response to retain the box at this location.

LEVEL OF SIGNIFICANCE	Exceptional
MANAGEMENT RECOMMENDATION	Category 1
MAIN SOURCES	<p><i>The West Australian</i>, 1 July 1910, 6; 1 August 1950, p. 16.</p> <p>'Bassendean Town News' March 1979, p. 20.</p> <p>Bassendean Local History Collection.</p> <p>Pope, Brian 'Postal Services' in Gregory, Jenny and Gothard, Jan [eds] <i>Historical Encyclopedia of Western Australia</i> UWA Press, 2009, pp. 717-718.</p> <p>Sharp, Aaron 'From Pillar to Post' <i>The Daily Mail Australia</i>, 30 October 2013</p> <p><a href="http://www.dailymail.co.uk/news">http://www.dailymail.co.uk/news</a></p> <p>Land information and aerial photographs from Landgate.</p> <p>Hobson, Sue 'Cast Iron Pillar Boxes of Western Australia: an early history of the J &amp; E Ledger Foundry' Self Published, 2015.</p>

#### ADDITIONAL PHOTOGRAPHS





# **ATTACHMENT NO. 5**