

# LOCAL PLANNING POLICY NO. 1 – BASSENDEAN TOWN CENTRE

## Citation

This is a Local Planning Policy prepared under Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. This Policy may be cited as Local Planning Policy No. 1 – Bassendean Town Centre.

## Policy Statement

The Town recognises the importance of creating a vibrant Town Centre that focuses future, sustainable development around the centre and train stations. Simple yet effective measures can be implemented to ensure high quality-built form that protects Old Perth Roads traditional main street. These measures will help facilitate a thriving and active Town Centre.

## Policy Objectives

- (a) To provide an interim local planning framework to guide development, until such time as the area is subject to a Precinct Structure Plan.
- (b) To ensure development addresses the street and progressively facilitates continuous and activated streetscapes which provide interest and interaction between buildings and pedestrians at street level;
- (c) To ensure that new uses support and enhance the role of Old Perth Road as the primary 'Main Street' within the Town of Bassendean.
- (d) To ensure new development is designed so as to contribute to the quality of the public domain and to provide a safe environment for all users and contribute positively to the enhancement of public safety.

## Application

This Policy applies to all applications for subdivision approval or development approval involving land that is zoned Town Centre under Local Planning Scheme No. 10 or District Centre R-AC0 under Local Planning Scheme No. 11.

## **Policy Requirements**

### **1. Development - General**

- 1.1 All development is to be generally in accordance with any planning guidance provided by the Town Centre Masterplan adopted by Council on 23 November 2021.
- 1.2 Entrances to buildings shall be clearly identifiable from the street.
- 1.3 Blank walls at street level shall not be longer than 2.0m.
- 1.4 Ground-level facades to non-residential premises shall have a minimum of 80% clear glazed area at ground level and not be obstructed by the use of obscure glazing, tint, roller shutters, signage, shelving or decals.
- 1.5 Appropriate lighting for pedestrian safety should be provided to all pedestrian paths and parking areas.
- 1.6 Crossovers shall be limited to one crossover per development site, and be a maximum of 6.0m wide.
- 1.7 Commercial tenancies shall have a minimum floor to ceiling clearance of 3.0m.
- 1.8 Car parking shall not be located between the road reserve boundary and building frontages, with parking to be accessed from secondary streets where available.
- 1.9 All plant and equipment must be concealed from public view using screening or other means that is an integral part of the building design. Surface mounted services piping and conduits will not be permitted.

### **2. Development – Properties along Old Perth Road**

- 2.1 Non-residential and mixed-use buildings shall have nil setbacks to Old Perth Road frontage. Development shall have a nil setback to front and side boundaries. Rear setbacks shall be determined on the ability to accommodate car parking and service areas.
- 2.2 With the exception of the foyer areas to the residential component, mixed-use buildings shall have non-residential ground floor frontages to Old Perth Road.
- 2.3 All frontages along Old Perth Road should have a continuous pedestrian shelter over the footpath. Pedestrian shelter along building frontages at street level shall be provided through a generally contiguous awning treatment with a minimum depth of 2.5 metres and raised above the adjacent footpath level to a maximum height of 2.7m, unless otherwise approved by the Town.

- 2.4 For the properties at 1 – 13 Old Perth Road, any new development shall (i) at the street front, be no higher than the existing Padbury Building parapet and (ii) where higher than the existing Padbury Building parapet, be setback a minimum 2.0m from the front (Old Perth Road) boundary.
- 2.5 For the properties at 2 - 44 Old Perth Road, any new development that is higher than the existing street-front parapets shall be setback a minimum 2.0m from the front (Old Perth Road) boundary.

### 3. Subdivision

Subdivision proposals will only be supported where a current development approval demonstrates the future layout of the site, including building configurations, setbacks, pedestrian and vehicular access, car parking layouts and any required rights of way or access easements required.

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