

TOWN *of* BASSENDEAN

**LOCAL PLANNING
STRATEGY**

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EXECUTIVE SUMMARY



1. The Town of Bassendean Corporate Plan promotes careful planning involving simultaneous consideration of environmental, social and economic impacts, and balancing these three to create a sustainable future.
2. The purpose of this Local Planning Strategy is to enable Council and the community to set out the vision for the Town of Bassendean for the next 15 – 20 years, with particular emphasis on the areas of population and housing, industry and commercial.
3. The Town of Bassendean Local Planning Strategy includes a summary and update of information already researched and presented through Local Planning Scheme No. 10. The Local Planning Strategy was initially prepared and adopted simultaneously with the preparation and adoption of Local Planning Scheme No.10 in 2008, and indeed provided the strategic context and focus for the Local Scheme.
4. Early in 2011 the Town of Bassendean resolved that it would undertake a partial review of its Local Planning Strategy, with a focus on reviewing the residential densities and the extent of Town Centre Zoning under the Scheme. The 2011 update of the Local Planning Strategy acknowledges the vision of the Western Australian Planning Commission as detailed under Directions 2031, and provides the strategic focus and rationale to drive future changes to the Local Planning Scheme.
5. The Town of Bassendean comprises a middle metropolitan suburb positioned adjacent to both the eastern railway line and the Swan River, only 10 kms north east of the Perth Central Area. Whilst primarily a low density residential area, Bassendean boasts numerous local, commercial and public facilities, and accommodates a significant industrial area servicing district and regional needs. Almost the entire municipality is serviced with all the regular infrastructure, although some localised residential street blocks remain unsewered. Road and rail networks in the area are excellent, with the Fremantle to Midland railway passing centrally through the municipality, and Guildford Road and Morley Drive linking Bassendean to the nearby Tonkin Highway.
6. Population growth is quite static, with trends showing prospect for decline. Population is also aging, well above national and state trends, highlighting a limited ability to attract young families to the area. Other significant population trends include declining occupancy rates, increasing sole occupancy homes and a high proportion of single parent households. In response to these trends, and in recognition of the role of Bassendean as a middle metropolitan area, the Local Planning Strategy provides population objectives that seek to:
 - Maintain existing residents within the Bassendean community;
 - Attract young families to reside in Bassendean; and
 - Facilitate gradual population growth that assists the Perth Metropolitan Region in accommodating the level of growth anticipated under Directions 2031.
7. The population objectives are promoted through specific strategies namely:
 - Accommodate more housing and population;
 - Focus on infill development;

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- Targeted approach to increased density;
 - Focus on transport routes; and
 - Consolidate Activity Centres.
8. Consistent with the key theme of Directions 2031, the vision for Bassendean when considering the future of its residential areas is to achieve:
- A liveable town that is safe, comfortable, and enjoyable;
 - A prosperous town that builds on its current prosperity;
 - An accessible town where all people meet their needs reasonably close to home;
 - Sustainable growth within the constraints of the environment; and
 - Responsible and efficient management of urban growth and infrastructure.
9. The Local Planning Strategy incorporates a population and housing strategy, and broadly the direction of the Strategy for the various housing precincts is summarised as follows:
- T.O.D Housing Precinct generally includes all residential land within an 800m walking distance of the three (3) railways stations. The area within 400m is considered suitable for high density housing, where inefficient densities are to be avoided and hence minimum density levels established. The area of residential land between 400m and 800m walking distance from the three (3) railway stations considered suitable for medium density housing, although maximising density is not so critical here. A range of improved servicing and amenity requirements will need to be identified and planned for prior to implementing density changes.
 - North Bassendean Housing Precinct 1 occurs north of the Railway and West of Iolanthe Street, generally in the Western part of Eden Hill, where the existing housing quality provides limited redevelopment prospect in the short to medium term. This area is suited as a single residential housing area, although some of the larger or vacant lots may present marginal opportunity for additional housing density.
 - North Bassendean Housing Precinct 2 occurs in a single area north of the railway and east of Ivanhoe Street, where housing stock is generally smaller, older, and ready for redevelopment. The suitability of this precinct for medium density housing is further confirmed by its strategic location to major roads, the railway and the Eden Hill Shopping Centre site.
 - South Bassendean Housing Precinct occurs immediately south of the Town Centre area, extending towards the River Front Precinct and Ashfield. The housing stock within this area comprises a mix of larger homes, older homes of a good standard and character homes on larger lots. The clay soil types in the southern part of the precinct will make development at higher density difficult. Further, the quality of housing confirms the suitability of this area as a single residential housing area in the short to medium term, with marginal density change and no dramatic change to character.

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- Ashfield Housing Precinct area occurs between the Ashfield railway station T.O.D area and the River Precinct. There is evidence of urban decline in parts and the area is suited to incremental redevelopment for a variety of medium density housing types. The State Government Ashfield Precinct Plan initiative could be contemplated, however, unless all elements of this Plan are given commitment, it is important to maintain a difference between land that is within the 800m walkable catchment of the Ashfield Railway Station and the land beyond this walkable catchment.
 - Riverfront Housing Precinct includes riverfront locations where predominantly larger homes on larger lots have been established as long term prospects. Several areas along the river front contain quite large lots adjacent to small lot subdivision nodes, and hence may be suited to redevelopment or subdivision, subject to careful planning in the context of future rezoning proposals.
10. The Local Planning Strategy incorporates an Industrial Strategy that examines the very diverse mix of business and lots sizes within the industrial zone, located generally north of the railway and westward along Collier Road. The Bassendean industrial area is in a prime location within the regional context and hence it is important to maintain the diverse mix of industries and lot sizes. The Industrial Strategy also addresses the need for a suitable interface between industrial and residential land uses, and the promotion of Collier Road as the central spine road in terms of its traffic function and commercial exposure. The strategy further seeks to facilitate the remediation and development of the vacant industrial land planned as “Tonkin Park Stage 2”.
11. The Local Planning Strategy incorporates a Commercial Strategy, which in the first instance confirms the Bassendean Town Centre as the primary commercial retail and civic centre of the municipality. The strategy promotes the “Enquiry by Design” initiatives for the “main street” pedestrian retail area adjacent to the railway, whilst also ensuring that the overall importance of the Bassendean Village Shopping Centre is not undermined. The Bassendean Town Centre is divided into three (3) distinct sub-precincts, each having a different but complimentary function that contributes to the overall vitality of the town centre. The other commercial areas dispersed beyond the Town Centre are to be contained as local centres only.
12. The Town of Bassendean Local Planning Strategy is to be used as a planning tool to assist Council, State Government and the community in their respective roles in land use decision making. Many of the Local Planning Strategy recommendations will be implemented progressively through the Local Planning Scheme and associated policies. The Local Planning Strategy represents an evolving strategy that will be subject to regular review, thereby ensuring that planning keeps ahead of changing land use demand, rather than simply reacting in hindsight.

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1.0 INTRODUCTION



1.1 Requirement for Local Planning Strategy

Following the gazettal of the amended Town Planning Regulations 1967 on the 22 October 1999, to incorporate the Model Scheme Text, the legal and administrative provisions of future Local Planning Schemes were required to accord with the Model Scheme Text. The Model Scheme Text introduced a more strategic planning focus by requiring the preparation of a Local Planning Strategy to drive the outcomes through the Local Planning Scheme. The requirement for a Local Planning Strategy in many ways supplements and replaces the traditional "Scheme Report".

In 2008 the Town of Bassendean decided to prepare a Local Planning Strategy to assist it and the community in setting out the strategic direction for the sustainable provision of Housing, Commercial, and Industrial land development opportunities. The Town of Bassendean Local Planning Strategy was prepared as a summary and supplementary document accompanying and giving direction to, Local Planning Scheme No. 10 and the Scheme Report. Much of the information and strategic direction provided within the Town of Bassendean Local Planning Strategy was derived from the data that had been researched and presented within the Scheme Report accompanying Local Planning Scheme No. 10.

Early in 2011 the Town of Bassendean resolved that it would undertake a partial review of its Local Planning Scheme No.10, with a focus on reviewing the residential densities and the extent of Town Centre Zoning under the Scheme. The 2011 update of the Local Planning Strategy acknowledges the vision of the Western Australian Planning Commission as detailed under Directions 2031, and provides the strategic focus and rationale to drive future changes to the Local Planning Scheme.

1.2 What is a Local Planning Strategy?

The Town of Bassendean Local Planning Strategy is a strategic planning tool that enables the Council and community to set out its vision for the municipality, and to establish short, medium and longer term directions for sustainable land use and development.

The Town of Bassendean Local Planning Strategy establishes a municipal profile focusing essentially on the areas of environment, infrastructure, population and housing, industry and commercial land use and development. The visions and outcomes promoted by the Local Planning Strategy essentially focus on three (3) key areas namely:

- Population and Housing;
- Industry; and
- Commercial

The Town of Bassendean Local Planning Strategy is in the first instance an expression of Council and the community vision for the Town of Bassendean over the next 15 – 20 years. This longer term planning horizon allows Council and the community to strive for the health, diversity and productivity of both current and future generations.

As a public document, the Town of Bassendean Local Planning Strategy provides the opportunity for government agencies and the community to also have input into strategic planning for the locality. The vision and planning philosophy outlined within the Local Planning Strategy continues to form the basis for evolving land use, zoning, subdivision and development throughout the municipality. This vision is to be implemented over time through the statutory planning system, and may include amendments to Council's Local Planning Scheme from time to time.

The Town of Bassendean Local Planning Strategy is incorporated into the Local Planning Scheme by reference, and as such has the status of a Local Planning Policy under the Scheme without actually forming part of the Scheme.

Changes to the Local Planning Strategy do not require formal amendments to the Scheme but rather the Scheme Text sets out procedures for review and modification of the Local Planning Strategy.

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1.3 Prior to Local Planning Scheme No.10.

The Town of Bassendean Local Planning Scheme No. 3 was gazetted on 18 March 1983. Council examined the operation of the Scheme by way of a report to the Minister in 1992 and consequently in January 1993, the Minister gave approval to review Local Planning Scheme No. 3.

The development of a new Local Planning Scheme No. 10 evolved over a number of years and initially preceded the promulgation of the Model Scheme Text. Subsequently, one of the key changes to the new Scheme included a reduction in the number of zones from 17 zones down to 5 zones. The Town Centre Zone, encompassing the Bassendean Main Street from Bassendean Village Shopping Centre to the west end of Old Perth Road, had been the subject of an “Enquiry by Design” workshop coordinated by the Department for Planning and Infrastructure in conjunction with the Town of Bassendean and the Western Australian Government Railways. The outcomes of the “Enquiry by Design” workshop (May 2002) were formally adopted by Council for inclusion into the Local Planning Strategy and new Local Planning Scheme No. 10

1.4 Planning Initiatives since Adoption of Local Planning Scheme No. 10

Directions 2031 represents a Department of Planning document, which is a framework for the detailed planning and delivery of housing, infrastructure and services needed to accommodate anticipated growth of the Perth Metropolitan Region. Directions 2031 superseded Network City, Metro Plan and other Metropolitan Strategies.

The Perth Metropolitan area is anticipated to accommodate 2.2 million people by 2031, requiring an additional 328,000 dwellings, and ultimately 3.5 million people by 2056. The Metropolitan Plan under Directions 2031 establishes a network of activity centres, movement systems, and recreation areas. The focus is on key transport routes, fewer centres and a targeted approach to higher density residential rather than a “blanket” approach. By 2031, 47% of new dwellings are envisaged to

be undertaken by infill development, and new urban expansion areas are proposed to achieve a minimum of 15 homes per hectare (gross).

The Central Metropolitan Perth Sub-Regional Strategy includes the Inner Metropolitan areas from Stirling in the north through to Melville in the south, Bassendean in the north – east and Canning in the south - east. This Inner Metropolitan area is targeted to accommodate an additional 205,000 people in 121,000 homes by 2031. Bassendean is shown as requiring 3000 new dwellings, with 2300 of these contemplated in Ashfield.

The Activities Centres Policy for Perth and Peel has also been prepared under the Directions 2031 Planning Initiative, and it replaces the Metropolitan Centres Policy which focused primarily on retailing activities. The Activity Centres envisaged under this current policy are accessible and vibrant nodes of economic and social activity that include commercial, health, education, entertainment, culture, recreation and community facilities. Higher density housing is to be incorporated both within and adjacent to these centres

The Ashfield Precinct Plan (January 2010) is a non – binding document prepared to give both of the adjoining Local Authorities of Bassendean and Bayswater and the WAPC a common basis for future planning decisions. Directions 2031 includes Ashfield as a potential Activity Centre due to its strategic location, areas of under – utilised land, and well located industrial land.

Key elements of the Ashfield Station Precinct Plan, as it affects Bassendean, include the following:-

- Possible relocation of Ashfield Train Station;
- Downgrading of Guildford Road in parts, and realignment of Guildford Road in other parts;
- New road connection across the railway line;
- Pearson Street and Vincent Street to become a new main street commercial area; and

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- Consolidate, upgrade and expand Colstoun Road Commercial Precinct, along with increasing residential densities focussing on this area and the Ashfield Reserve.

Other planning studies have been prepared as non – binding precinct plans for the Bassendean Oval Precinct, and for the Eden Hill Shopping Precinct.

Council acknowledges that its strategic planning is constantly evolving in response to dynamic issues and changing philosophies and policies that impact on the municipality. Hence, it is now timely to review and consolidate the various local and regional planning initiatives and community aspirations undertaken to date, and crystallise a vision that is able to be progressively implemented, and in time may also be reviewed to respond to changing circumstances.

1.5 Local Planning Scheme No.10

Local Planning Scheme No.10 has evolved over a number of years and was adopted in May 2008 following an extensive period of consultation with the local community and various other stakeholders including government agencies. Local Planning Scheme No.10 is based largely on the Model Scheme Text, and in terms of the residential densities and zonings, these are based predominantly upon the Residential Precinct analysis and directions provided in the Town of Bassendean Local Planning Strategy. Currently under Local Planning Scheme No.10, the residential housing densities range from Residential R5 along the river foreshore precincts, through to Residential R17.5 and Residential R20 in the single residential housing areas. A limited number of precincts have been designated with density codings of R20/30 or R20/40 to reflect the strategic location of such housing areas or the age of housing stock that is in need of redevelopment.

Where residential housing densities have a split coding, (eg. R20/40), the Local Planning Scheme Provisions allow for development and subdivision at the higher density coding where: the lot is served with a wide road frontage suitable for two homes to address the street; the

proposal complies with Planning Policy; heritage objectives are considered; water sensitive urban design is incorporated; and existing streetscapes are preserved. Further, in the single residential housing areas, the Scheme provides for a maximum density of R25 on corner lots, provided the new dwellings address the streets.

1.6 Relationship to Regional and Local Planning

The Town of Bassendean is located approximately 10 km north east of the Perth Central Area, and in the context of the Perth Metropolitan Region comprises a middle suburb positioned along the eastern railway line and adjacent to the Swan River with convenient access to the Perth Central Area. In the metropolitan context, Bassendean comprises predominantly urban development with regional parks and recreation areas along the Swan River Foreshore and a regional industrial area positioned strategically adjacent to the eastern railway line in the western most part of the municipality.

A range of regional planning initiatives and policies, which provide the context for the preparation for the Bassendean Local Planning Strategy, influence the study area.

The State Planning Framework Policy (Statement of Planning Policy No. 1) provides the proper framework for the various policies and strategies under the following hierarchy:

- Statement of Planning Policies
 - Residential Design Codes;
 - State Industrial Buffer Policy;
 - Activity Centres Policy Statement for the Perth Metropolitan Region;
- Regional Strategies – Directions 2031
- Sub-Regional strategies-
 - Central Metropolitan Perth Sub Regional Strategy
- Strategic Policies
 - Regional Residential Density Guidelines for Perth Metropolitan Region (1994);
 - Activity Centre Policy for Perth and Peel.

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- Government Sewerage Policy, Perth Metropolitan Region (1995);
- Liveable Neighbourhoods;
- Bush Forever.
- Operation Policies
 - DC 1.6 Planning to Enhance Public Transport Use;
 - Guidelines for the preparation of Local Housing Strategies;
 - DC 4.1 Industrial Subdivision;
 - Guidelines for the preparation of Local Commercial Strategies.

1.7 Regional Planning Objectives

In accordance with the State Planning Framework Policy of the Western Australian Planning Commission, Directions 2031 is the principal Regional Strategy that provides the major policy framework for land use and development of the Perth Metropolitan Region. Directions 2031 represents a Department of Planning document, which is a framework for the detailed planning and delivery of housing, infrastructure and services needed to accommodate anticipated growth of the Perth Metropolitan Region. Directions 2031 supersedes Network City, Metro Plan and other Metropolitan Strategies.

The Vision Statement for Directions 2031 is that:-

By 2031 Perth and people will have created a world class liveable city, green, vibrant, more compact and accessible with a unique sense of place.

The Perth Metropolitan area is anticipated to accommodate 2.2 million people by 2031, requiring an additional 328,000 dwellings, and ultimately 3.5 million people by 2056. The Metropolitan Plan under Directions 2031 establishes a network of activity centres, movement systems, and recreation areas. The focus is on key transport routes, fewer centres and a targeted approach to higher density residential rather than a “blanket” approach. By 2031, 47% of new dwellings are envisaged to be undertaken by infill development, and new urban expansion areas are proposed to achieve a minimum of 15 homes per hectare (gross).

The abovementioned Vision Statement and supporting strategies outlining how this vision will be achieved can be applied specifically to Bassendean in terms of the following key strategic elements:-

- Accommodate more housing and population;
- Focus on infill development;
- Targeted approach to increased density;
- Focus on transport routes; and
- Consolidate Activity Centres.

Other more specific plans and policy statements affect the planning of the Town of Bassendean from a regional level, and a number of these are summarised as follows:

1. Central Metropolitan Perth Sub Regional Strategy - This particular Strategy includes the Inner Metropolitan areas from Stirling in the north through to Melville in the south, Bassendean in the north-east and Canning in the south-east. This inner metropolitan area is targeted to accommodate an additional 205,000 people within 121,000 homes by 2031. Bassendean is shown as requiring 3000 new dwellings, with 2300 of these to be provided in Ashfield.

2. DC Policy 1.6 – Development Near Metropolitan Railway Stations; focuses on land within an 800m radius around railway stations and seeks to optimise land use within this area by promoting medium to high density urban development, with a presumption against low intensity land uses (eg low density residential).

3. Activities Centres Policy for Perth and Peel has also been prepared under the Directions 2031 planning initiative, and it replaces the Metropolitan Centres Policy which was focussed primarily on retailing activities. Under the Activities Centres Policy, activity centres are proposed to:-

- a) Evolve into more accessible and vibrant nodes of economic and social activity, enabling the community to work, shop and play without travelling too far;
- b) Include commercial, health, education, entertainment, cultural, recreation and community facilities, and higher density housing;

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- c) Promote land uses that generate activity beyond normal business hours, and discourage lower intensity uses such as showrooms; and
- d) Incorporate higher densities of housing both within and adjacent to these centres.

Under the hierarchy of activity centres, Perth is identified as the capital city, Midland as the strategic metropolitan centre, with Ashfield and Bassendean both district centres.

For district centres the focus is on daily and weekly needs of residents, with a greater community focus and a focal point for a bus or train network. A district centre is to accommodate department stores, supermarkets, convenience goods, some speciality shops, offices and professional services. District centres should cater for approximately 20,000 – 50,000 people, with a 400 walkable catchment and a desirable gross residential density of 20 – 30 homes per hectare. The urban form within district centres should incorporate a network of streets and public spaces, and also include:-

- A clear structure of small walkable streetblocks for accessibility;
- Buildings addressing streets and public spaces;
- A mix of uses along streets to maximise pedestrian flows;
- Zone of large scale retail and car parks to maintain active building frontages to streets; and
- Attractive and well located civic spaces that are integrated with the activity centre uses.

4. Bush Forever; which identifies the Ashfield Flats and Bennett Brook as important area for conservation (ie, sites 214 and 305 respectively). These areas have already been reserved as Parks and Recreation under the Metropolitan Region Scheme, and will be subject to future plans for its conservation and management.

5. Liveable Neighbourhoods; which embraces the following key objectives and principles in terms of residential and urban development:

- i) promotes walkable neighbourhoods with good access to services;
- ii) seeks to foster a sense of community;

- iii) ensures an active street and land use interface;
- iv) seeks to increase population accessibility to public transport;
- v) Promotes mixed use developments; and
- vi) Promotes a variety of housing types.

The Town of Bassendean Local Planning Strategy provides a critical link between the establishment of the above mentioned regional objectives, and the local planning that is necessary to provide and manage the actual implementation of these objectives.

At the local level, the Town of Bassendean has developed a Corporate Plan in order to promote a strategic approach to the sustainable management of the Town's resources. The Corporate Vision is for the Town of Bassendean to thrive as a cohesive, vibrant and diverse community. The Corporate Plan promotes careful planning involving simultaneous consideration of environmental, social and economic impacts, and balancing these three to create a sustainable future.

The Town of Bassendean Local Planning Strategy provides Council with the framework to set out its vision, and progressively implement this vision through the Local Planning Scheme, rezoning proposals, subdivision assessments, and development control mechanisms.

The Local Planning Strategy provides Council with a planning tool to assist in the day to day decision making and will also inform the community of Council's philosophy and direction on localised land use and development proposals. In many ways, the Town of Bassendean Local Planning Strategy underpins the direction and planning controls of the Local Planning Scheme and associated policies.

1.8 Methodology

The Town of Bassendean Local Planning Strategy has been prepared based upon an evaluation of numerous influences including:

- Regional planning policies and initiatives;
- Local planning policies and initiatives;
- Population trends;

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- Survey of existing land uses and development quality;
- Identification of development constraints (eg. servicing, flooding etc); and
- Community participation in local planning initiatives.

The Local Planning Strategy has been developed on the basis of three (3) key land use outcomes, namely:

1. Population and Housing

This required analysis of population trends, particularly in terms of numbers, age and occupancy rate. The impact of these trends in the medium to long term was measured against the current housing stock and current residential redevelopment trends. Whilst it is necessary for housing to respond to housing trends, population trends can to some extent be redirected based upon housing strategies.

2. Industry

This involved assessment industry types and distribution trends throughout the Bassendean industrial area. Close inspection of the industrial area sought to identify opportunities and constraints in terms of industry type and its interface with adjacent non industrial land uses and strategic road systems. The importance of retaining the true industrial function of the area was examined, and the specific opportunities in respect of the existing vacant industrial land was also explored.

3. Commercial

Using the “Enquiry by Design” initiative and the Ashfield Precinct Plan as a source documents, the existing commercial hierarchy of the study area was examined and the different functions of the various town centre components was identified. The development of strategies obviously also held regard for Council’s acceptance of the staged implementation of various aspects of the “Enquiry by Design”.

These objectives provide direction for the establishment of specific strategies and actions.

The strategies are sufficiently specific to enable actions to be carried out in terms of the Local Planning Scheme, preparation of Local Planning Policies or Structure Plans, or indeed actual implementation through Council’s works program.

For each of the above key areas, the Local Planning Strategy provides an overview of the current situation and identifies the key issues demanding a response. Based on the various identified issues, objectives are proposed.

2.0 MUNICIPAL PROFILE



2.1 State and Regional Context

The Town of Bassendean comprises a middle metropolitan suburb of some eleven (11) square kilometres, and is positioned approximately ten (10) kilometres north east of the Perth Central Area (**Figure 1 refers**). In addition to being strategically located in proximity to major district and regional employment centres, education facilities, institutions and recreational areas, Bassendean boasts numerous local, commercial and public facilities. Whilst primarily a residential area, Bassendean also accommodates a significant amount of industrial land servicing local, district and regional demands.

Other regionally significant features within the Town of Bassendean include the eastern metropolitan railway link and the Swan River.

2.2 Environment

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

Past industrial activity has resulted in contamination and leaching issues within parts of the industrial area.

Whilst in proximity to Perth Airport, Bassendean is not affected by noise contours that would constrain or prohibit development.

There are a number of sites within the study area that are recorded as having Aboriginal and cultural heritage significance.

2.3 Infrastructure

Reticulated water, power, gas, drainage and telecommunication infrastructures are available to all areas within the municipality. Much of the

municipality is also serviced with reticulated sewerage, although a large part of the industrial area and several localised residential street blocks remain unsewered. Due to the proximity of sewer and the government sewer infill programme, the absence of sewer in some areas places localised constraints on development.

The Fremantle to Midland Railway passes through the middle of the Town of Bassendean, providing commuter links to Perth and Midland, whilst also servicing the Bassendean industrial area with small spur lines.

Guildford Road runs parallel to the railway line, and represents the major traffic thoroughfare, although Morley Drive at the northern town boundary also performs a primary distributor road function. Tonkin Highway is aligned marginally west of the municipal boundary, with strong linkages into the areas. The existing road hierarchy is very defined and most areas have a very traditional grid pattern of roads.

In terms of infrastructure capacity and possible upgrades to cater for future development demands, consultation with relevant service providers has revealed the following:-

- The electricity distribution operated by Western Power requires a new substation and Western Power is investigating a suitable site in the north-west quadrant of the intersection of Guildford Road and Tonkin Highway (Bayswater).
- The sewerage system operated by Water Corporation may require some upgrading for the Bassendean Sewer District in the long term if dwelling growth exceeds about 6500 dwellings in the suburb of Bassendean (i.e. about 2500 more dwellings than existing). The Water Corporation will monitor the existing water supply system and make adjustments as necessary to accommodate growing demand.
- The gas distribution network operated by WA Natural Gas may need strengthening with the new installation of two Pressure Regulating Stations (PRS) subject to suitable sites being identified and available. In addition, the pressure of gas supply in

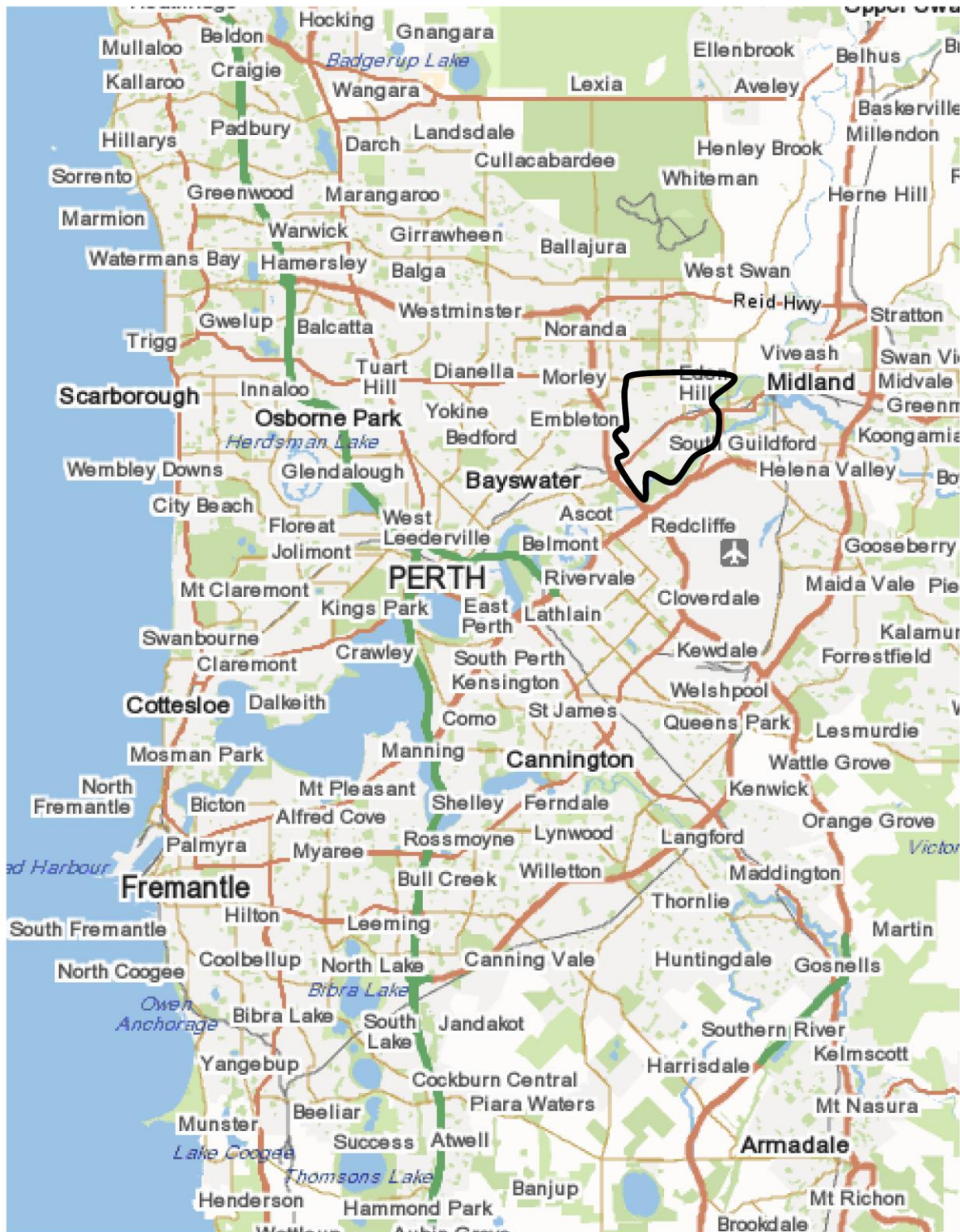
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some portions of the study area may need to be increased.

- Main Roads WA recommends a traffic impact assessment to be undertaken to properly assess the capacity and adequacy of the road network in the study area. Further, Main Roads WA also recommends undertaking a comprehensive study and ultimate design concept for Guildford Road.
- The Public Transport Authority will adjust its operations in line with increases in demand for public transport services, subject to funding. Additional railcar capacity may be provided if a rail extension from Bayswater to the Perth Airport is established.
- The Department of Education and Training advises that existing high schools servicing the Municipal area have significant capacity to accommodate additional students generated by additional dwellings planned for the area. The Cyril Jackson School Facility could be re-activated as a high school if required. Primary schools within the area have very limited capacity to accommodate more students, and hence this constrain requires further investigation and resolution.

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Town of Bassendean
Location Map

Figure 1

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2.4 Population

The 1996, 2001, and 2006 Australian Bureau of Statistics (ABS) census data indicates a residential population for Bassendean of 13,893; 13,305; and 13,463 respectively. This represents a static, (if not declining) population over a 15 year period. The ABS population projection estimates for 2001 and 2006 were 14,023 and 14,012, and for 2010 the projection was 14,790. It is apparent that over the past 15 years predictions of population growth for Bassendean have not been realised.

The age structure of the Town of Bassendean population in 2006 (refer to table 1), indicates an ageing population that is in keeping with national and regional trends. Similar to the results in the 2001 ABS Census, again in 2006 the 35-44 age group comprised the highest percentage of all the age groups in the Municipality.

TABLE 1 AGE/SEX CATEGORIES – TOWN OF BASSENDEAN
(2006 ABS Census)

Age Category	Male	Female	Total	%
0 – 4	446	374	820	6.1
5 - 9	434	367	801	5.9
10 - 14	406	377	783	5.8
15 - 19	459	381	840	6.2
20 - 24	436	381	817	6.1
25 - 29	369	409	778	5.8
30 - 34	474	551	1025	7.6
35 - 39	519	537	1056	7.8
40 - 44	504	560	1064	7.9
45 - 49	485	518	1003	7.4
50 - 54	476	505	981	7.3
55 - 59	434	431	865	6.4
60 - 64	286	330	616	4.6
65 - 69	233	284	517	3.8
70 - 74	236	266	502	3.70
75 - 79	176	263	439	3.3
80+	213	343	556	4.1
TOTAL	6586	6877	13463	100*

2.5 Housing

The predominant housing stock within the municipality comprises middle aged to older single residential family homes, with the areas of middle aged homes being predominantly of a good quality having little prospect of redevelopment. The older homes comprise two distinct areas, namely well maintained homes with limited short term redevelopment potential, and the older homes of a lower quality with

interspersed evidence of redevelopment potential occurring in the short term.

In addition to the limited number of medium density grouped housing developments strategically positioned throughout the municipality's residential areas, the two remaining key housing types include the older Ashfield housing area and its ongoing redevelopment, and the larger river front properties with predominantly substantial homes where there is little prospect for redevelopment.

A more detailed assessment and analysis of the various housing types and precincts is provided within the Population and Housing Strategy, under Section 3.0 of this document.

2.6 Industry

The Bassendean Industrial Area is positioned generally between the railway line and Collier Road, forming a triangular shaped area of approximately 135 hectares that extends further west up to the Tonkin Highway within the adjoining locality of Bayswater. This industrial land is also zoned for industry under the local and regional planning Schemes. The southern part of this industrial precinct, adjacent to the railway line, comprises larger older industries and also includes the Railway Museum. The area immediately south of Collier Road represents more recent industrial development accommodating newer industries and service industries. The industrial area north of Collier Road, at the interface to the urban areas, comprises more light and service industrial developments.

The Bassendean industrial area is very accessible both to the local community and to the broader region due to key access points onto Tonkin Highway, Collier Road and Guildford Road, hence the industry types reflect local and regional catchments.

2.7 Commercial

The Bassendean Town Centre is characterised by retail, commercial and civic uses extending along some 800 metres of Old Perth Road in three quite distinct precincts (refer to **Figure 4**), namely:

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- Traditional “Main Street” pedestrian based commercial/retail at the interface of Old Perth Road with Guildford Road and the railway station;
- “Drive-by” commercial with interspersed retail and civic uses (including a school and aged person’s accommodation) between Wilson and Whitfield Streets; and
- Car based retail in the Bassendean Village Shopping Centre at the corner of Old Perth Road and West Road.

It is noteworthy that the town centre commercial precinct along Old Perth Road is also interspersed with various civic and community buildings and infrastructure.

Other smaller commercial nodes that occur outside the town centre include:

- Eden Hill Shopping Centre along Morley Drive (currently not operating);
- Ida Street Local Shops;
- Small row of shops in Walter Road; and
- Ashfield local shops.

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3.1 Population

3.1.1 Population Overview

Statistics show a fairly stable population of about 13,463 with very little growth anticipated. The median population age is 39 years for Bassendean, in contrast to Perth at 36 years and nationally Australia at 37 years. Bassendean therefore represents an older established area with an ageing population.

The occupancy rate as at 2006 was 2.21 persons per dwelling and declining. On the basis of 2006 ABS data it is apparent that almost 29% of households have sole occupancy, compared with a national average of almost 23%. Sole occupancy households have increased by 9% between 1996 and 2006 for Bassendean.

3.1.2 Issues

- Statistics, population trends and forecasts indicate a relatively static population growth with very limited long term growth anticipated.
- Overall, Bassendean has an aging population by comparison with adjoining localities, where new developing areas are able to attract population across the age spectrum, including young families. In time this current ageing population trend will bring about a change to housing and servicing requirements.
- Consistent with Metropolitan trends, Bassendean is experiencing declining home occupancy rates and a relatively high proportion of households as sole persons. Declining occupancy rates contribute to the overall static population growth trend and the increased demand for different housing types (eg. smaller lots, housing size).
- Bassendean experiences a relatively high proportion of single parent households, with a consequential demand for different housing types and community facilities.

3.1.3 Objectives

In response to the above mentioned local issues, and the regional aims conveyed through policies under the State Planning Framework Policy, the following specific objectives have been developed:

- To maintain life long or long-time residents as an integral component of the Bassendean community.
- To continue and increase the attraction for young families to reside and raise their families in the Bassendean community.
- To recognise the increasingly high level of sole occupancy households, relative to state and national trends and ensure suitable housing choice to accommodate this trend.
- To recognise the role of Bassendean as a middle metropolitan area that is well placed to contribute meaningfully to sustainable urban development for the Perth Region, and therefore facilitate the planned gradual increase in population growth in a manner that provides net environmental, social and economic benefit.
- Continue to provide for family accommodation through the retention of appropriate housing stock within the single residential areas, and examine opportunities for limited single lot subdivisions.

3.1.4 Strategies - Population

- Maintain an ongoing respect for the urban structure, character and facilities that attracted existing residents to Bassendean in the first instance.
- Identify suitable existing residential areas for infill or redevelopment and make provision for housing types that respond to the demands of an ageing population and declining occupancy rates.
- Continue to provide for family accommodation through the retention of appropriate housing stock within the single residential areas, and examine opportunities for limited single lot subdivisions.

3.2 Local Housing

3.2.1 Overview

The 2008 Local Planning Strategy broadly identified housing precincts based upon housing

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type, age, quality, street scape, lot size and prospect of redevelopment. Although sub precincts were also identified at that time, essentially the housing areas of Bassendean can still be characterised in 5 (five) precincts, as illustrated on the plan at **Figure 2** and described below;

- 1) North Bassendean 1 – comprising predominately larger homes on good size single residential lots. The homes are generally not more than 20 to 30 years old, and there is evidence of some upgrading and refurbishment to existing homes;
- 2) North Bassendean 2 – where in general the existing housing stock is smaller, older and ready for redevelopment;
- 3) South Bassendean – comprising a mix of larger homes, older homes of a good standard and character homes on relatively good size single residential lots;
- 4) Ashfield – the majority of housing comprises middle aged homes of an average quality. Some redevelopment has already occurred albeit to a relatively low density and standard. In some parts the housing is relatively new and of reasonable quality, therefore making redevelopment of these homes a longer term option; and
- 5) River Front – which currently comprises larger river front lots of approximately 2000 m², some with substantial homes.

Whilst each precinct has been selected on the basis of similar housing characteristics, there will undoubtedly be properties dispersed through each precinct that do not necessarily have characteristics identical to those which identify the precinct (eg. *ad hoc* grouped housing sites, character home in new housing area, etc).

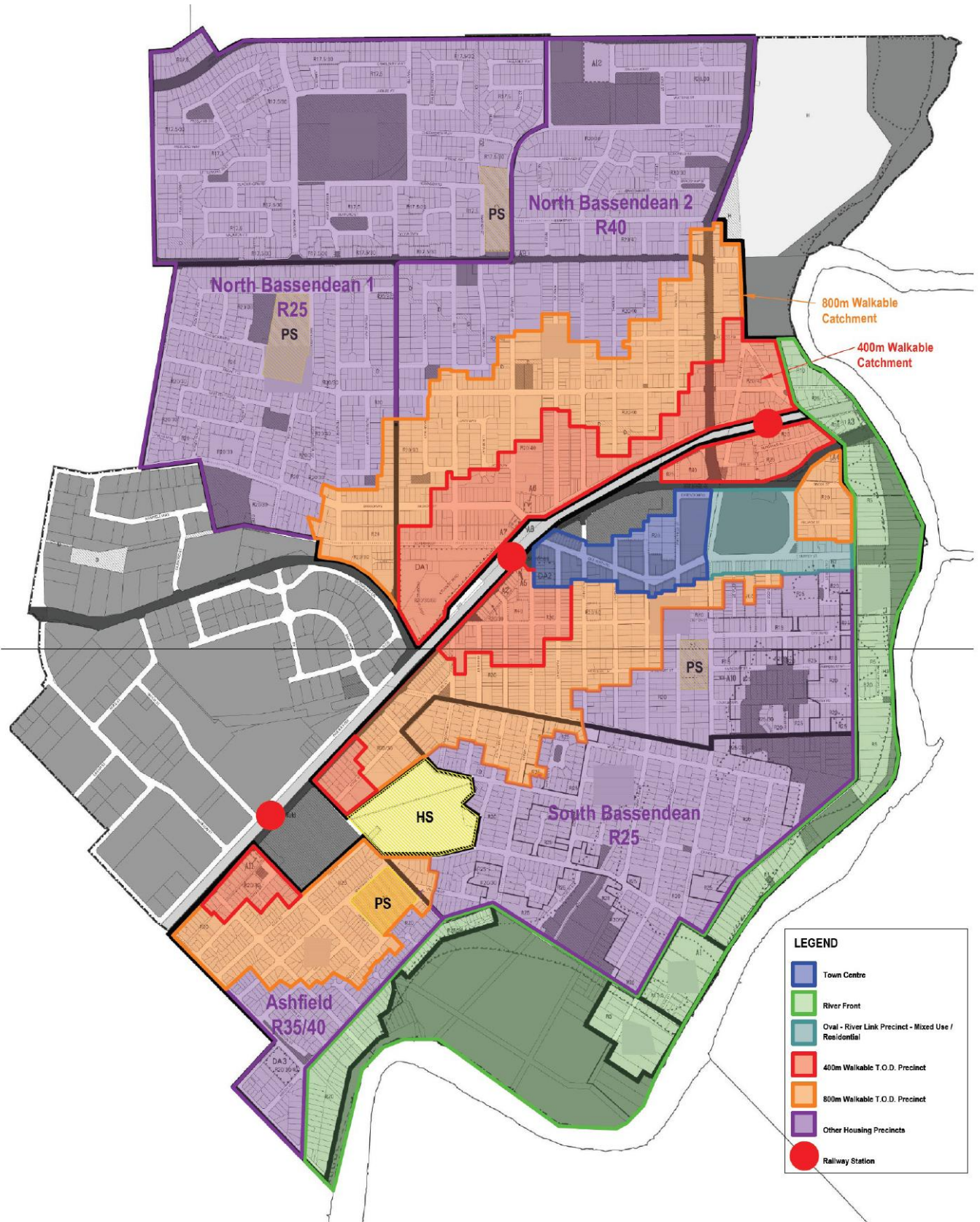
In addition to the five (5) housing precincts detailed above, a Transport Orientated Development Precinct is also depicted on Figure 2.

An overview for each of the housing precincts and the relevant issues, objectives and strategies is detailed in further sub-sections of this document.

3.2.2 Issues

- The housing areas within the Town of Bassendean are generally quite distinct, with quite identifiable precincts reflecting similar lot size and housing age, type and quality.
- Whilst the Town of Bassendean housing areas are predominantly single residential, there is also significant interspersed of medium density development and grouped housing. Other middle metropolitan suburbs have concluded that too much medium density development within single residential areas is a concern, in that:
 - a) The single residential character is incrementally undermined;
 - b) It creates uncertainty and potential apprehension for the various residents (eg. Families); and
 - c) Establishing a dispersal ratio for grouped housing is difficult to administer and raises questions about equity (eg. first in, first served).
- Given the population trends for Bassendean, particularly the aging population and declining occupancy rates, marginally increasing residential densities will broaden housing choice but in itself is unlikely to result in a significant increase population. However, major increases in density (eg. R50 and above) is likely to facilitate increased population growth.

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Town of Bassendean Housing Strategy Map

Figure 2

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- Many of the single residential housing areas of Bassendean maintain lot sizes and housing types suited to families. Other middle metropolitan suburbs have concluded that to allow for families the residential density should not exceed the maximum under the low density category under the R Codes. This creates certainty and provides for community interaction of persons with similar lifestyles.
- Whilst in general most of the housing precincts, including some of the older housing areas, comprise well maintained and quality homes, some distinct areas are showing increasing signs of urban decline. Unless these areas are provided with redevelopment incentives, this urban decline will continue to affect entire street blocks and housing precincts.
- The Municipal Inventory for the Town of Bassendean identifies a number of buildings throughout the housing areas, with three (3) of these also being included on the Heritage List. The review of the Municipal Inventory and Heritage List may identify additional buildings, places or even residential streetscapes.
- The structure of Bassendean's housing areas is based largely upon motor cars as a primary means of transport. Opportunity therefore exists to further promote use of public transport, cycleways and pedestrian networks within and beyond the housing areas. The idea of Transit Oriented Development (T.O.D), as promoted by the West Australian Planning Commission under Directions 2031 and other supporting policies, offers a good model for pursuing higher density housing development in proximity to Bassendean's three (3) railway stations.

3.2.3 Objectives

- To ensure that the various housing areas continue to be recognised for their differences and unique qualities, and be maintained as generally homogeneous and integrated precincts.
- To ensure that areas identified for single housing in medium to long term are not undermined by too much medium density housing.

- To ensure the ongoing provision of a variety of housing types and densities in a manner that responds to the specific community needs and equally, provides for population growth (eg. families).
- To respond to the potential threat of urban decline on a broad precinct basis.
- To ensure that the heritage values of Bassendean's housing areas, as identified within the Municipal Inventory and Heritage List are recorded, promoted, maintained or protected.
- To promote increased use of public transport, cycleways and pedestrian networks within and beyond the housing areas.
- To promote Transit Orientated Development (T.O.D) in proximity to the three (3) railway stations, as a means to achieve increased housing stock and variety and a more sustainable and vibrant community.

3.2.4 Strategies – Local Housing

- Following examination of the various housing precincts and relevant issues within each precinct, develop, maintain and implement specific objectives and strategies for each identified housing precinct.
- In housing precincts where the housing type, age, quality, streetscape and lot size do not offer a redevelopment prospect for the medium to long term, utilise the Local Planning Scheme and associated policies to protect such precincts from being undermined by the over encroachment of medium density housing.
- In specific areas, which based on housing type, age and or proximity to public transport and other facilities may be suited to redevelopment at medium and/or high densities, make provision for housing choice that responds to population trends and community needs.
- In areas and precincts where urban decline is increasingly evident, establish various strategies and policies to encourage the redevelopment and improvement of quality within these housing areas.
- Review and maintain the currency of the Town of Bassendean Municipal Inventory and make provision in Local Planning Scheme No. 10 for the Heritage List and

possible Heritage Precincts. Where appropriate, develop specific policies to address heritage values in the context of increased housing densities and redevelopment.

- Introduce a Transit Orientated Development (TOD) Precinct within a 400m and 800 m walkable catchment from the three (3) railway stations, and undertake more comprehensive planning for higher density housing in this area.
- Undertake a local open space study that examines the opportunities and adequacy of pedestrian based open space and recreation within the housing areas.
- Establish Local Planning Scheme Policies and provisions that make provision for local corner stores within walkable catchments, and home based businesses in residential area.

3.3 Transit Oriented Development (TOD) Housing Precinct

3.3.1 Overview

The vision of Directions 2031 is for Perth to be a world class liveable city, green, vibrant, more compact and accessible, with a unique sense of place. This vision also applies to Bassendean as an inner suburb of Perth. Directions 2031 sees Bassendean accommodating 3000 additional dwellings over the next 20 years. In addition to establishing a network of activity centres, movement systems and recreation areas, the focus of Directions 2031 is on key transport routes, fewer centres and a targeted approach to higher density residential rather than a “blanket” approach.

3.3.2 Issues

- Bassendean is well serviced with three (3) railway stations equally spaced along a single central railway network. These stations each coincide with an activity area, namely; Bassendean Oval (Swan Districts Club); Bassendean Town Centre; and Bassendean Industrial Area.
- Strategically it makes good planning sense to target the walkable catchments of each of the railway stations for medium and high density housing development. Confining the majority of population growth and development to these catchments will improve the vibrancy of the adjoining

activity areas, facilitate improved public use and amenity associated with the railway network, and protect the character of other residential areas of Bassendean.

- The walkable catchments naturally do not have boundaries coinciding neatly with street block boundaries. Decisions will need to be made regarding defining logical boundaries for the TOD precincts.
- To date the maximum residential density considered for residential land within Bassendean has been R100, and this was part of the Ashfield Precinct Plan prepared primarily as a state government initiative. Such a density was considered an appropriate maximum adjacent to the railway station.
- Within the 400m walkable catchment it is important to ensure target densities are achieved and inefficient densities are avoided. The use of a split residential density coding could be implemented, where the lower density code is established as a minimum density requirement. Such a mechanism would not take away any landowners existing right of developing a single house on a single lot.
- For the 800m walkable catchment (i.e. 400m – 800m from railway stations) it is not considered as critical that target densities are achieved. A medium density housing code, without stipulating a minimum density, would still achieve a variety of housing types and densities. It is acknowledged that a minimum density requirement within the 400m walkable catchment may limit the level of redevelopment within this area in the short term, due to the feasibility of land assembly, building, and servicing. Therefore the medium density coding with no minimum requirement for the 400m – 800m catchment is considered appropriate to stimulate short term redevelopment.
- Within the 400m and 800m walkable catchments an assessment has been made in respect of the existing housing stock and the likely number of additional dwellings that would result based upon various suggested R-Code densities. Conservatively applying an average density of R80 and R40 respectively to the 400m and 800m walkable catchments results in a total of

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9090 dwellings within the entire TOD precinct. Assuming the removal of the 2417 existing dwellings, this potentially provides a total of 6673 additional dwellings within the TOD precinct of Bassendean. In order to achieve the Directions 2031 target of 3000 new dwellings for Bassendean, 45% of the TOD redevelopment opportunities would need to be built within the next 20 years. This excludes any assumptions about housing opportunities beyond the TOD Housing Precinct.

- Servicing and Amenity improvements within the public realm are an essential component of creating a more intense urban form for Bassendean that is safe, accessible, prosperous, and sustainable. Within the TOD areas in particular, upgrading requirements including: footpath networks; street trees; rubbish bins; public benches; street lighting upgrades; pedestrian crossings; pedestrian ramps; railway station upgrades and public open space upgrades, and new strategic pedestrian links, are all essential. These improvements, will need to be identified prior to making statutory changes to residential density codes. Such upgrading requirements could become part of a redevelopment implementation plan, and works can be funded and implemented via conditions of planning approval, use of a contribution scheme mechanism, and/or publically funded project initiatives.

3.3.3 Objectives

- To confine the majority of Bassendean's population growth and housing redevelopment by targeting walkable catchments around the three (3) railway stations, and thereby: improve the vibrancy of the adjoining activity areas; facilitate improved public use and amenity of the railway; and protect the character of other housing areas.
- To make provision for medium and high density housing forms in a manner that ensures efficient use of land and infrastructure, whilst also facilitating a variety of housing types and time frames of redevelopment.
- To ensure that any planned increase in population and housing density within the

walkable catchments around railway stations is serviced with an appropriate level of infrastructure and amenity, implemented in a timely and orderly manner.

3.3.4 Strategies TOD Housing Precinct

- Prepare redevelopment implementation plans for the areas within an 800m walkable catchment of the three (3) railway stations to stipulate development requirements, and in particular details of the upgrades to amenities and infrastructure that are an essential component of creating a more intense urban form for Bassendean that is safe, accessible, prosperous and sustainable. Such a plan may include upgrading requirements such as; footpath networks; street trees; rubbish bins; public benches; street lighting improvements; pedestrian crossing/ramps; railway station upgrades; public open space improvements; and new strategic pedestrian links. The redevelopment implementation plans should also detail how works can be funded and implemented via conditions of planning approval, use of a contribution scheme mechanism, and or publically funded project initiatives.
- Establish a more accurate cadastral boundary definition for the TOD Housing Precinct, having due regard for actual walking distance from railway stations, natural and physical boundaries, infrastructure boundaries, and other details provided in the redevelopment implementation plans.
- Commencing with the Bassendean and Success Hill railway station walkable catchments, apply a residential density code of R60/100 to the 400m walkable catchment and a density code of R60 to the 400m-800m walkable catchment area. The use of the split residential density coding is to be established in a manner whereby the lower coding becomes the minimum residential development density requirement, although this would not take away any land owners existing right of developing a single house on a single lot.
- Simultaneous with any scheme amendments to modify the residential density code for the TOD Housing Precinct,

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implement the various Scheme changes, funding mechanisms, policies, and or works programmes detailed within the relevant redevelopment implementation plan for the specific precinct area.

3.4 North Bassendean Housing Precinct 1

3.4.1 Overview

This precinct occurs in a single area north of the railway and west of Iolanthe Street, where the housing is characterised by middle age homes of a good quality, generally comprising single residential lots of 700m² – 800m² in area. The housing type predominantly represents middle sized family homes, although throughout the precinct there are a limited number of grouped housing complexes disbursed. Homes are generally not more than 20 – 30 years old, and there is evidence of upgrading and refurbishment to existing homes.

This precinct combines the previous housing precincts A and C3 from the 2008 Local Planning Strategy. The northern portion of the precinct has a current base residential coding of R17.5 and the southern part of the precinct has a R20 coding under the current scheme.

3.4.2 Issues

- The age and quality of homes and other infrastructure within this precinct, and its predominance as a single residential area, provide limited incentive for redevelopment at a higher density in the medium to long term.
- Some scatterings of redevelopment possibilities of “house behind a house” may be suitable in this precinct to maintain growth and revitalisation, whilst also promoting refurbishment and improvement of dwellings and street scape. This will still provide for a variety of population profile, including families, whilst also responding to changing household types.
- The continuation of a density bonus applicable to corner sites, along with the planned modifications to the minimum lot size standards under the Residential Design Codes, will provide further limited opportunities for redevelopment of new and existing homes within this precinct.

3.4.3 Objectives

- To retain North Bassendean Housing Precinct 1 as predominantly a single residential housing area in the medium to long term.
- To make provision for the limited number of larger and/or vacant lots to be developed for medium density housing in a manner that does not undermine the integrity of the precinct as a single residential area.

3.4.4 Strategies- North Bassendean Housing Precinct 1

- For all land currently zoned R17.5 and R20, apply a residential zone with a coding of R25 under local planning scheme No 10.
- Continue to apply a residential coding of R30 to existing grouped housing complexes and larger vacant lots suited to grouped housing development.
- Amend the Local Planning to allow Council to permit development or support the subdivision of an existing R25 coded corner lot to a maximum density of R30, provided the original lot has frontage to two constructed roads and any new lots created or new dwelling constructed shall have their own frontage to a constructed road.

3.5 North Bassendean Housing Precinct 2

3.5.1 Overview

This precinct occurs in a single area north of the railway and east of Iolanthe Street, where housing stock is generally smaller, older, and ready for development. Some parts of this precinct there is evidence of interspersed development occurring at increased densities.

A sub-area in the central part of this precinct already comprises older small lots of less than 500m² in area, and an adjoining large lot area comprising predominantly of medium density grouped housing development. The majority of this precinct comprises single residential housing types on lots of approximately 700m² through to 1000m² in area.

The area south of Walter Road is currently coded R20/40 whereas the northern part of the precinct is R20/30. The current scheme requirement, that development at the higher density code can only occur on lots that have a

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double width frontage, has limited the rate of redevelopment within this precinct.

In the northern part of this precinct the Eden Hill Shopping Centre property that adjoins the hotel site along Morley Drive has been the subject to a redevelopment Concept Plan prepared on behalf of Council. This Concept Plan envisages the redevelopment of this commercial site as predominantly a medium density housing area comprising grouped housing and smaller lot residential subdivision.

3.5.2 Issues

- The age and quality of homes within this precinct, show evidence of imminent urban decline that has a high potential to worsen unless real incentives for residential redevelopment are provided in the short term.
- A central margin within the precinct comprising a number of entire street blocks has already been developed for medium density residential purposes, including small lot residential subdivision and grouped housing developments. This is further evidence that the location of the majority of this precinct in proximity to major road and railway systems, and its existing infrastructure and street pattern, are suited to medium density residential development.
- The Eden Hill Shopping Centre site is the subject of urban decline and is strategically placed for redevelopment opportunities at medium densities, and has already been subject to a redevelopment concept plan under a Council planning initiative.
- By providing density incentives, including deleting the requirement for redevelopment on double width frontage land only, and simultaneously establishing high standards for the refurbishment of older homes that are retained within redevelopment approvals, the demolition of old housing stock will become more attractive and feasible within this precinct.
- The use of the current split residential coding system was designed to encourage higher quality residential development, with a particular focus on matters such as solar design, energy efficiency and sensitive water use and management. These higher standards of development have increasingly

become part of standard practise in terms of Building Code requirements and engineering standards for storm-water. Accordingly, the original purpose of the split coding has been somewhat superseded by changing standards and this trend is expected to continue.

3.5.3 Objectives

- To promote North Bassendean Housing Precinct 2 as an area suitable for redevelopment and revitalisation for medium density housing in the short to medium term.
- To make provision for a quality and mix of housing types that will attract population across the age spectrum, including family housing.

3.5.4 Strategies – North Bassendean Housing Precinct 2

- Apply a residential zone with a coding of R40 to the entire area within this housing precinct.
- Modify the current scheme by removing the requirement for development at the higher density code to only be permitted on lots that have double width frontages.
- Promote, facilitate and undertake the preparation of relevant Local Planning Scheme Policies, to guide the design and implementation of medium density housing proposals within this precinct, including concepts such as:
 - i) Corner lot subdivisions for residential Homes on smaller lots;
 - ii) Encourage housing design that achieves high standards of energy efficiency and streetscape; presentation; and
 - iii) Density development incentives for High quality design and or Refurbishment of existing character homes.

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3.6 South Bassendean Housing Precinct

3.6.1 Overview

This precinct occurs immediately south of the Town Centre area and extends towards the River Housing Precinct and the Ashfield Housing Precinct. The Cyril Jackson school site occurs in the Western Part of this housing precinct, and the Ashfield river flats adjoin the south – western edge of the precinct. Clay soil types dominate the southern parts of this precinct.

The housing within this precinct is characterised by a mix of larger homes, character homes and older but well maintained homes, predominantly of a good quality, with many homes spanning almost the entire width of the property frontage. Particularly in the eastern part of the precinct, towards the Swan River, there is evidence of interspersed grouped housing development.

Although predominantly the lot sizes within this precinct comprise 1000m², there are a number of street blocks where subdivision has occurred with lot sizes of 400m² – 600m² in area. Under Local Planning Scheme No. 10 this precinct is allocated for Residential zoning with codings of R15, R20 and R25. The R25 coded areas reflect the requirements of Town Planning Scheme 4A whereas the R15 coded areas reflect the desire to protect a special housing character homes street in and around Devon Road.

3.6.2 Issues

- The quality of homes within this precinct and its predominance as a single residential area currently provide only a limited incentive for redevelopment at a higher density, at least for the short to medium term.
- There are a limited number of larger lots with lower quality older homes within this precinct, with the opportunity for some medium density housing or subdivision whilst still maintaining the integrity of the precinct as a single residential area.
- The application of a base R25 code to this precinct will not substantially alter the character and built form, although it will facilitate some limited infill development in

parts. An R25 base code will also rationalise the existing mix of residential density codings within this precinct.

- Portions in the southern part of this precinct are affected by clay soils and the flood fringe, where development and redevelopment will be required to meet certain criteria in relation to development levels, geotechnical suitability and stormwater management.
- The protection of housing character in Devon Road can be achieved via application of scheme provisions and local planning policy, rather than by simply limiting the ability of these properties to achieve some form of redevelopment potential. With appropriate planning policy, the development of a “house behind a house” scenario can often afford protection to the original character building at the front, and also provide opportunities for refurbishment and enhancement of such original character buildings.
- The continuation of a density bonus applicable to corner sites, along with the planned modifications to the minimum lot size standards under the residential design codes, will provide further limited opportunities for redevelopment of new and existing homes within this precinct.

3.6.3 Objectives

- To retain South Bassendean Housing Precinct as predominantly a single residential housing area in the short to medium term.
- To make provision for a limited number of larger housing lots, ripe for development to be redeveloped for medium density housing in a manner that does not undermine the integrity of the precinct as a single residential area.
- To marginally increase residential density codings across the precinct, whilst also providing suitable planning controls that protect the housing character in Devon Road and respond to the site suitability constraints in the southern part of the precinct.

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3.6.4 Strategies – South Bassendean Housing Precinct

- For all land currently zoned residential R15, R20 and R25, apply a residential zone with a coding of R25 under Local Planning Scheme No.10.
- Amend Local Planning No.10 to allow development or subdivision of R25 coded corner lots to a maximum density of R30, provided the original lot has frontage to constructed roads and any new lots created or new dwelling constructed shall have their own frontage to a constructed road.
- Promote, facilitate or undertake the preparation of relevant Local Planning Scheme policies addressing :-
 - a) design and implementation of medium density housing proposals, being subject to higher quality performance criteria.
 - b) the protection of housing character in Devon Road; and
 - c) development on land effected by flood fringe of clay soil types.

3.7 Ashfield Housing Precinct

3.7.1 Overview

This precinct occurs in a single area, in the south western most part of the municipality in the locality generally known as Ashfield, and occurs between the Ashfield Railway Station, T.O.D area and the River Precinct.

The majority of this housing precinct comprises middle age homes of an average quality and some prospect of redevelopment, as already evidenced in redevelopment projects undertaken by The Department of Housing. Redevelopment has generally taken the form of duplex grouped housing type at densities of R20 to replace poorer housing stock. There are still parts of this precinct where housing stock is of a reasonable quality and redevelopment would be more of a medium term proposition.

Lot sizes in this precinct are predominantly 700m² - 800m² however, the areas in closer proximity to the riverfront are characterised by generally larger lot sizes of 1000m² and upwards.

Under Local Planning Scheme No. 10 this precinct was allocated almost entirely for residential zoning with a coding of R20. The previous Ashfield Tavern site also occurs in the western most part of this precinct and has been redeveloped for medium density housing, in accordance with the R30/30/40 coding under the Scheme.

3.7.2 Issues

- The age and quality of homes within this precinct show interspersed evidence of imminent urban decline that has a potential in the medium term to worsen unless incentives for residential redevelopment are provided.
- The Ashfield Station Precinct Plan recommends R40 and R60 densities for this particular part of the precinct. To differentiate this area from the T.O.D area an R40 coding could be adopted, however, a mechanism would be required to ensure that older housing stock was removed as part of redevelopment rather than being retained. This may include a specific clause in the scheme or setting a minimum housing density of R35.
- The State Government Ashfield Precinct Plan Initiative could be contemplated, however, unless all elements of this plan are given commitment it is important to maintain a difference between land that is within the 800m walkable catchment of the Ashfield railway station, and the land beyond this walkable catchment.

3.7.3 Objectives

- To promote Ashfield Housing Precinct as an area suitable for incremental redevelopment and revitalisation for medium density housing in the short to medium term.
- To make provision for larger housing lots, affected by urban decline, to be redeveloped for medium density housing
- To make provision for a quality and mix of housing types that will attract population across the age spectrum, including family housing.

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3.7.4 Strategies – Ashfield Housing Precinct

- Await adoption of a redevelopment implementation plan for the Ashfield railway station T.O.D before considering applying a residential R35/40 coding to the entire precinct under Local Town Planning Scheme No.10.
- Examine opportunities for additional public open space and recreation links within the precinct.
- Maintain an open view on the potential implementation of the Ashfield Precinct Plan Initiative as prepared by the State Government, provided all elements of the plan are given commitment, in particular the relocation of the train station, realignment and downgrading of Guilford Road, new road connection across the railway line, and the new main street commercial concept.

3.8 Riverfront Housing Precinct

3.8.1 Overview

This precinct comprises the majority of riverfront properties in the municipality. The housing within this precinct comprises large riverfront homes on relatively large residential lots where, due to the extent of development on the lots, and the quality of existing development, there is little prospect for short to medium term redevelopment.

Generally the lot sizes range from 1000m² to 2000m² and upwards. Under Local Planning Scheme No. 10, this precinct is predominantly zoned Residential R5, with the exception of the riverfront Success Hill which is zoned R10 and R25, and the riverfront of Ashfield which is zoned R20 and 25/30.

3.8.2 Issues

- The quality of large riverfront homes within this precinct and its predominance as a single residential area currently provide limited incentive for redevelopment at higher densities, at least for the short to medium term.
- The larger riverfront lots within this precinct, offer opportunity for some medium density housing or subdivision, however, the quality of such development will need to be

cognisant of this prestigious river front location.

- The largest riverfront lot in this precinct accommodates a vineyard and winemaking facility, which will require adjoining potential developments to respond to required setbacks and buffer issues.
- Due to the location adjacent to the Swan River environs, it is important that any potential for Residential redevelopment does not occur in an ad hoc manner on a lot by lot basis, but rather occurs on the basis of (small) precinct planning. This would include specific design criteria and community consultation given its context within a predominantly single residential housing area.
- The majority of land south of Villiers Street (east) lies within the floodway of the Swan River and is therefore constrained from more intense development.

3.8.3 Objectives

- To retain the Riverfront Housing Precinct as predominantly a single residential housing area with larger river front housing lots in the short to medium term.
- To make limited provision for the planned redevelopment of small sub precincts for the purpose of high quality medium density housing and or subdivision in a manner that does not undermine the precinct as a single residential area, but recognises the unique qualities of the Swan River environs.

3.8.4 Strategies – The Riverfront Housing Precinct

- Maintain current Residential Density Codings under Local Planning Scheme No. 10, which comprised of R-5 for the majority of the precinct.
- Consider an alternative Residential Density Coding for the Sub- Precinct that lies within the floodway that reflects the existing lot size pattern.
- Require sub precinct planning and rezoning proposals prior to supporting medium density housing development or subdivision within any part of this precinct.
- Examine opportunities for additional Public Open Space and foreshore recreation links within the precinct. It is recognised, however, that this examination will require a

3.0 POPULATION & HOUSING STRATEGY



detailed foreshore study to be undertaken in conjunction with State and Local Government authorities to examine some of the practical applications of such foreshore recreation links within river precincts.

4.0 INDUSTRIAL STRATEGY



4.1 Overview

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

One of the striking aspects of this entire industrial area is the diverse mix of lot sizes that has enabled a range of businesses to agglomerate and function together as a diverse industrial precinct of regional significance. This characteristic highlights the fact that with industrial land it is not necessarily subdivision potential that drives change and redevelopment. Industrial change and location are the prime causes for redevelopment of industrial areas such as Bassendean. There is also evidence throughout the Bassendean industrial area that very large industries on large lots have presented extremely well to the street in terms of built form, car parking, landscaping and signage.

Broadly, the Bassendean industrial area comprises some five (5) precincts, each characterised by industry scale, industry type, age and quality of development. (**Figure 3** refers) These precincts are summarised as follows:

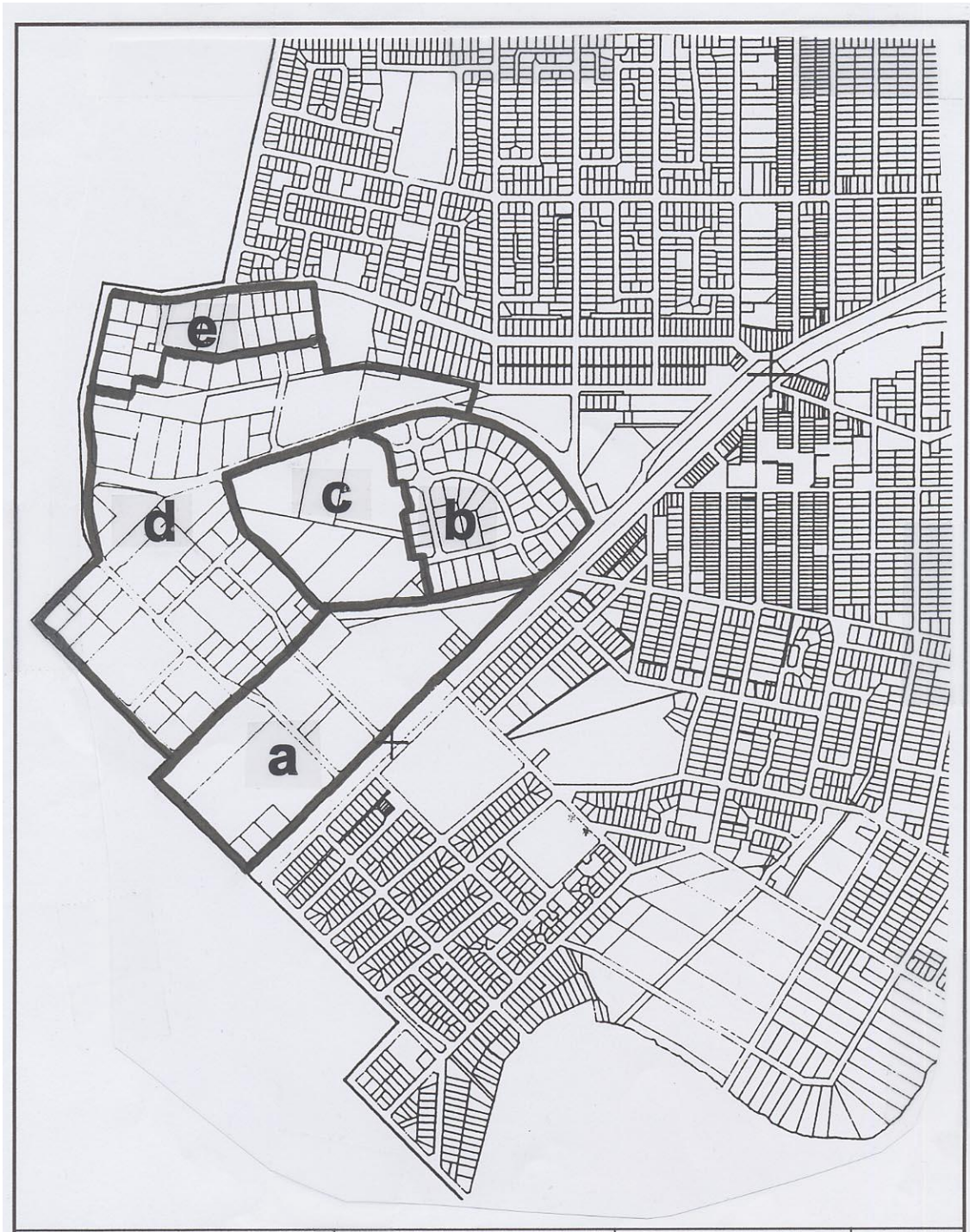
- a. A group of large older industries fronting the railway line on large land holdings comprising distribution 90 centres, mining, Detroit Diesel, older warehousing etc;
- b. The new Tonkin Park Industrial area which commences at the junction of Collier Road and Railway Parade and comprises quite new and predominantly light and service industrial developments on smaller land holdings;
- c. Vacant industrial land adjoining the new Tonkin Business Park, which, due to past landfill activities has been subject of remediation works to satisfy the contaminated sites criteria in accordance with the EPA guidelines;
- d. The general industrial area flanking either side of Collier Road to the western side of the overall industrial area, comprising a

mix of manufacturing industries, service industries, transport industries, offices and warehousing located on small to medium size lots and including both older and new redeveloped sites. There are a minimal number of vacant landholdings within this precinct and some opportunities for redevelopment of older sites;

- e. The light industrial area to the north interfacing with the residential areas on the opposite side of Grey Street and Broadway. This area comprises predominantly light industries, smaller factories, office and warehousing on relatively small lots.

The Grey Street frontage shows evidence of redevelopment for newer office and warehousing type developments, whereas Broadway still accommodates some smaller older factories with potential for short to medium term redevelopment opportunities

4.0 INDUSTRIAL STRATEGY



Town of Bassendean
Industrial Precinct Map

Figure 3

4.0 INDUSTRIAL STRATEGY



4.2 Issues

- The mix of lot sizes has served the Bassendean industrial area very well to date and has made provision for a wide range of industrial activities, including large industries such as manufacturing, engineering and transport based industries. Given the strategic positioning of the Bassendean industrial area in the context of the wider region, and the limited opportunities to achieve a similar industrial location in the future, it is important to maintain the integrity of the Bassendean industrial area as a true industrial area and further ensure that the diverse mix of industries is not overtaken by an overemphasis on commercial and showroom retail floor space.
- The street block within the Tonkin Park industrial precinct, that interfaces with the residential area on the opposite side of Collier Road, maintains a general industrial zoning. Although the recently established industries within this street block have predominantly been light industry, service commercial and warehousing, there is a very real potential for more general industrial and manufacturing activity to occupy premises within this street block, to the detriment of the adjacent residential zoned areas.
- The light industrial precinct interfacing with residential land in Grey Street and Broadway shows signs of some quality redevelopment with very low impact uses such as service commercial, warehousing and office. However, some of the light industrial premises in Broadway show signs of potential decline that could result in a land use and or visual impact on the adjoining residential properties.
- The vacant industrial land, that represents the planned Stage 2 of the Tonkin Park industrial area, which due to past landfill activities has been subject of remediation works to satisfy the contaminated site criteria in accordance with EPA guidelines. The successful outcome and the ultimate land value of the Tonkin Park Stage 1 industrial area would indicate that a similar development within Stage 2, would be quite feasible.

- Collier Road presents opportunities for service industry and commercial exposure, however, pressure for multiple additional access points would undermine the function of this road as a primary traffic route.

4.3 Objectives

- To retain the Bassendean Industrial area as true industrial area incorporating a mix of industrial land uses including core industrial activity, warehousing, transport industries, service industry, showroom and office.
- To ensure a suitable interface between industrial and residential land use both in terms of visual impact and potential amenity impact resulting from land use activity.
- To facilitate the suitable remediation and most appropriate ultimate land use of the vacant industrial land that is planned as Tonkin Park Stage 2 and is currently affected by contaminated materials.
- To promote Collier Road as the “central spine” to the Bassendean Industrial Area, both in terms of its traffic function and its commercial exposure and presentation potential.

4.4 Strategies

- Maintain a General Industrial zone for the majority of the Bassendean Industrial area, with the exception of two (2) street blocks allocated for Light Industrial purposes.
- Establish Local Planning Scheme provisions and/or policies that seek to maintain a variety of general industrial lot sizes, with 2000m² minimum and 4000m² average in any given subdivision.
- Review the Use Class Table for the General Industrial zone under the Local Planning Scheme to ensure an emphasis on general industrial activities and avoid the over representation of other competing land uses of a more commercial nature.
- Maintain a Light Industrial zone to the street block within the Tonkin Park Industrial precinct which interfaces with the residential area on the opposite site of Collier Road, and to Lots 500, 501 and 502 Collier Road and maintain the existing Light Industrial precinct indicated under Local

4.0 INDUSTRIAL STRATEGY



Planning Scheme in the Grey Street and Broadway locality.

- Review the Use Class Table for the Light Industrial zone under the Local Planning Scheme to ensure that the general industrial type activities that have potential for conflict with nearby residential uses are either excluded from the zone or controlled at the discretion of Council.
- Establish Local Planning Scheme provisions and/or policies that promote shopfront industries (eg service industry) adjacent to Collier Road whilst also restricting and limiting access to Collier Road to maintain its function as a primary traffic route.
- Examine the practicalities and opportunities in respect of additional landscaping, bunding or other screening measures to improve the interface between the light industrial land and the residential area along Broadway.

5.0 COMMERCIAL STRATEGY



5.1 Overview

The Bassendean Town Centre represents the major retail and commercial hub of the municipality.

Geographically, the Bassendean Town Centre is located quite central to the municipality. Strategically, its position adjacent to the railway station and Guildford Road enables the town centre to interface with both urban areas on the north and south side of the railway line, whilst also accessing excellent district and regional transport links.

The Bassendean Town Centre is characterised by retail, commercial and civic uses extending along some 800 metres of Old Perth Road in three quite distinct precincts (refer to **Figure 4**), namely:

- Traditional “Main Street” pedestrian based commercial/retail at the interface of Old Perth Road with Guildford Road and the railway station;
- “Drive-by” commercial with interspersed retail and civic uses (including a school and aged person’s accommodation) between Wilson and Whitfield Streets; and
- Car based retail in the Bassendean Village Shopping Centre at the corner of Old Perth Road and West Road.

In addition to the commercial and civic uses, a large area of the town centre that interfaces with Guildford Road is used for parks and organised recreation activities.

Other smaller commercial nodes that occur outside the town centre include:

- Eden Hill Shopping Centre and adjoining Hotel/Tavern and Service Station along Morley Drive; (currently not operating)
- Ida Street Local Shops;
- Small row of shops in Walter Road;
- Ashfield local shops;

In the hierarchy of commercial centres, Bassendean Town Centre functions as a district centre, with regional shopping centres at nearby Morley and Midland.

According to the findings of the original Scheme Report for Local Planning Scheme No. 10, and reflected in the “Enquiry by Design” workshop for the Town of Bassendean (May 2002), Bassendean Town Centre contains about three times the commercial floor space needed to service the local population.

Surplus floor space is quite evident particularly at the west end of the Old Perth Road. The “Enquiry by Design” initiative attributes this decline to the closure of Old Perth Road and the presence of the Bassendean Village Shopping Centre at the opposite end of the Town Centre, which attracts some 30,000 shopping trips per week.

5.2 Hierarchy of Activity Centres

Both Bassendean Town Centre and the future Ashfield main street (under the Ashfield Precinct Plan) are identified in Directions 2031 as District Centres. The WAPC Activity Centres Policy refers to District Centres as servicing catchments of 20,000 – 50,000 people. Neighbourhood Centres are referenced as having commercial floor space larger than 1500 m² and servicing a population of 2,000 – 15,000 persons (indicative service area of 1 km radius).

The population of Bassendean currently sits at around 13,000 people, and with 3,000 additional dwellings planned under Directions 2031 the total population would approach 20,000 people. It is apparent therefore the two district centres would represent an oversupply for the Bassendean area, whereas one district centre would be ideal.

In terms of neighbourhood centres, currently there are four neighbourhood centres (zoned) that have an indicative service catchment of 1 km covering portions of the Bassendean locality, namely:-

- Bassendean Shopping Centre;
- Eden Hill Shopping Centre (not currently functioning);
- Ida Street/Walter Road Centre;
- Walter Road/Beechboro Road Centre (in Bayswater); and
- Ashfield Shops.

The Activities Centres Policy of the WAPC acknowledges that neighbourhood Centres

5.0 COMMERCIAL STRATEGY



often have 1 km catchments that overlap, and this is accepted given that neighbourhood centres vary in size and vary in catchment size. What is apparent when viewing the 1km service catchments' on a plan is that the relocation of the Neighbourhood Centre for Ashfield to the alternative train station location would create a gap in the catchment, where the neighbourhood catchments would no longer overlap. The current location of the Ashfield Local shops (recommended for retention under the Ashfield Precinct Plan) will actually offer improved catchment coverage for Bassendean and will also provide for some overlapping of other neighbourhood centre catchments.

5.3 Ashfield and/or Bassendean as District Centres

As mentioned previously, both Ashfield and Bassendean are identified as District Centres in Directions 2031.

Ashfield is dependent upon nearby industrial redevelopment, is linked to the train station relocation, and is largely driven by the Department of Housing Initiatives of the State Government. Ashfield redevelopment needs to be accompanied by amenity improvements that would attract residents (eg. There is no strong link to the river foreshore). Ashfield does have a large public open space sports field and is also affected by some uncertainties surrounding the Cyril Jackson School although this site is to be retained by the state government for future school needs. Currently Ashfield is not a real commercial centre but more a local shop.

Bassendean is the real commercial centre (District Centre) and provides opportunities for traditional main street commercial based upon its current status. These opportunities could be enhanced and revitalized by increased demand and population surrounding the Bassendean Town Centre. The Bassendean Town Centre is a high amenity area with numerous commercial and community facilities already in place, and access to two train stations. The Bassendean oval and the proximity to the river foreshore are also high amenity opportunities.

The preferred direction would be that the development of Bassendean as the District

Centre to serve the entire community would occur first. Future rezonings and infrastructure development would initially focus on this district centre to facilitate its revitalization. Bassendean Town Centre has the potential to be regarded regionally as a desirable place to live at higher densities (similar to places such as Fremantle or Subiaco).

Ashfield could also develop as a District Centre in response to additional employment opportunities and focus created by redevelopment of the industrial landholdings. Ashfield and Bassendean could be seen as complementary rather than competing District Centres, as they would be developed over different time scales, and with different focus.

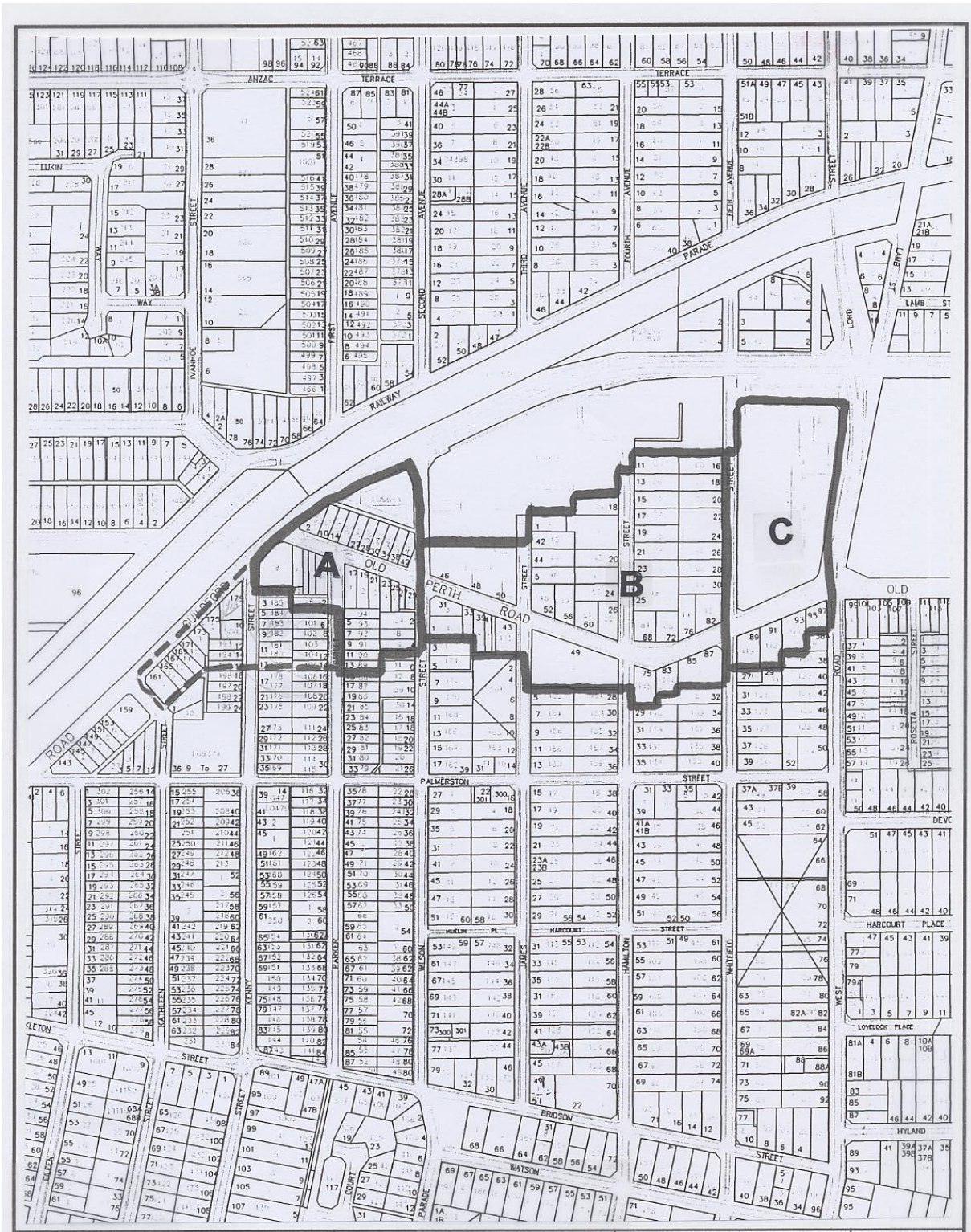
Prioritising Bassendean as the District Centre in the short term will include promoting the following:-

- Bassendean Oval redevelopment plans;
- Connecting the river to the main street;
- Extending mixed uses along the main street towards the river; and
- Prioritising all the other actions under the TOD's Implementation Plan.

Under this particular direction, Ashfield shops could be allowed marginal expansion as part of mixed use/residential zonings around the existing shops.

The more ambitious main street option for Ashfield (as per the Ashfield Precinct Plan) would need to wait until decisions are made about the train station relocation, or until the State Government becomes more active in the implementation of the Ashfield Precinct Plan. The concept of a new "main street" on Pearson Street would require the support and coordination with the City of Bayswater as the boundary between the two municipalities runs down the middle of this street. In future, the main street option along Pearson Street, Ashfield, may deliver a District Centre level of commercial activity. At this time the function of such a centre would be more associated with its position in relation to the Bassendean/Bayswater Industrial/Employment Precinct, and accordingly the role of such a centre would differ from the Bassendean Town Centre (District Centre).

5.0 COMMERCIAL STRATEGY



Town of Bassendean
Commercial Strategy Map

Figure 4

5.0 COMMERCIAL STRATEGY



5.4 Other Issues

- The traditional “Main Street” pedestrian based commercial retail at the west end of the town centre has suffered decline due to the impact of Old Perth Road closure, Bassendean Village Shopping Centre and the apparent oversupply of commercial floor space.
- The Bassendean railway station could have improved integration with the town centre by making the pedestrian route more “user-friendly”.
- The Bassendean Village Shopping Centre currently performs effectively in terms of offering car based retail to local residents and represents a key commercial node at the eastern end of the town centre. The long term success of this centre is paramount in maintaining the feasibility of Bassendean Town Centre as a district centre.
- The “drive-by” commercial/civic strip that connects the major east and west commercial/retail nodes of the town centre, shows evidence that civic and residential land uses can equally compete for floor space. This further supports the claim that Bassendean Town Centre currently has excessive retail and commercial floor space.
- The improved accessibility of road and rail links into the west end of Old Perth Road, as envisaged by the outcomes of the “Enquiry by Design” initiative, will have a marked impact upon traffic flow and car parking in this area of the town centre. Maintenance of traffic flows and convenient car parking is important, particularly at the west end of the town centre. Wilson Street car parking still performs an important function, whilst James Street still presents challenges in terms of parking and congestion.
- Eden Hill Shopping Centre has had its growth and trading capacity restricted due to the impact of other shopping facilities, including the relatively new local centre along Morley Drive in the Shire of Swan. The decline of this centre is further acknowledged by a redevelopment concept plan, prepared as a Council initiative. This plan illustrates a mix of medium density

housing and localised commercial uses integrated with the adjoining hotel/tavern site;

- The Ashfield local centre has limited scope for expansion and car parking, however, it continues to provide a service to the catchment that is also experiencing redevelopment and growth;
- The Walter Road local centre is well developed in relation to its local catchment, although opportunities exist to upgrade the appearance of its built form and signage.

5.5 Objectives

- To prioritise and promote the importance of the Bassendean Town Centre as the commercial, retail and civic activity District Centre for the municipality, and facilitate its sustainable growth and vitality;
- To promote and facilitate the revitalisation of the traditional main street pedestrian based commercial retail precinct at the west end of Old Perth Road, without undermining the overall importance of the Bassendean Village Shopping Centre as a car based retail centre servicing the district.
- Promote the development of Bassendean Town Centre area as a District Centre that has the potential to be regarded regionally as a desirable place to live at higher densities (similar to places such as Fremantle or Subiaco).
- To recognise the prospect for a potential complementary district centre at Ashfield in accordance with the Ashfield Precinct Plan, where the time frame and focus of commercial development does not compete with Bassendean as a District Centre.
- To promote the improvement of amenity and services of Local shops at an appropriate scale and facilitate integration with medium density housing development where suitable.

5.6 Strategies - Commercial

- Actively pursue Scheme Amendments and infrastructure plans that focus on the revitalisation of Bassendean Town Centre in the short term, including the following;
 - a) Bassendean Oval redevelopment plans;

5.0 COMMERCIAL STRATEGY



- b) Connecting the river to the main street;
- c) Extending mixed uses (non – retail) along the main street towards the river; and
- d) Prioritising the actions under the T.O.D's implementation plans associated with the Bassendean and Success Hill railway sections.
- Establish 3 distinct policy precincts within the proposed town centre zone with supporting policies to identify and promote the specific intent and function of each precinct, namely:
 - Precinct A** – Traditional “Main Street” pedestrian based commercial retail, west of Wilson Street;
 - Precinct B** – Civic, “drive-by” commercial and town centre living uses between Wilson and Whitfield Street; and
 - Precinct C** – Car based retail in the Bassendean Village Shopping Centre.
- Confine the extent of Town Centre development to the existing Town Centre zone and identified policy precincts, with the exception of the area south of Old Perth Road (between Kenny and Wilson Streets) planned for redevelopment under the “Enquiry by Design” initiative.
- Identify the Eden Hill, Walter Road and Ashfield local centres as local shopping zones under the Local Planning Scheme and make provision for limited retail and commercial uses to service local needs only;
- To have due regard to the findings and recommended outcomes of Bassendean ‘Enquiry by Design’ (May 2002) and facilitate the staged implementation thereof, including the following agreed priorities;
 1. Short Term
 - i. Opening of Old Perth Road at its intersection with Guildford Road, and including two way traffic along this section of road.
 2. Medium Term
 - i. Redevelopment of land south of Old Perth Road, between Kenny and Wilson Street, to expand commercial development and thereby incorporate additional car parking, including a through road

linking Kenny and Wilson Streets parallel to Old Perth Road. Redevelopment is to be planned and implemented through an Outline Development Plan and associated policies.

3. Long Term

- i. Modification of car parking within Wilson Street, and the redevelopment of the existing Wilson Street car park to a combination of residential and commercial uses.
 - ii. Promote limited commercial/business opportunities along Guildford Road, (south) to the West of the proposed new Kenny Street intersection.
 - iii. Review the development options for the BIC Reserve and Council complex in terms of potential to rearrange the supporting clubs; creation of a town park; expansion of civic facilities (including town library and administration); providing multiple use paths; and review of traffic and parking adjacent to the school;
 - iv. Promote the establishment of commercial and home based business land uses immediately north of the railway line adjacent to the intersection of Broadway with Railway Parade.
- Defer the more ambitious mainstreet option for Ashfield (Ashfield as per the Ashfield Precinct Plan) until decisions are made about the train station relocation, or until the state government becomes more active in the implementation of the Ashfield Precinct Plan.

6.0 IMPLEMENTATION & REVIEW



6.1 Implementation

The Town of Bassendean Local Planning Strategy is used as a planning tool to assist Council, the State Government and the community in their respective roles in land use decision making.

The Bassendean Local Planning Strategy in its adopted form has the status of a Local Planning Scheme policy. Many of the strategy recommendations will continue to be implemented through the adoption of other Local Planning Scheme policies, or indeed through the zonings and special provisions under the Local Planning Scheme.

As a planning tool, the Town of Bassendean Local Planning Strategy must be used within the statutory framework of the Town of Bassendean Local Planning Scheme and the Metropolitan Region Scheme. It is not intended that the Bassendean Local Planning Strategy will be the cause for instant and major changes to zoning and land use, although some changes may be proposed to reflect specific strategies. Where changes to zonings or land use are contemplated, the local and state governments and the community shall be guided by the objectives and recommendations of the Town of Bassendean Local Planning Strategy.

6.2 Review

Whilst the Town of Bassendean Local Planning Strategy is designed to provide a vision for the potential land use and development opportunities over the next 15 – 20 years, it is inevitable that in the context and framework of the strategy, the many land use issues and pressures affecting the study area will no doubt change over time.

To ensure that the strategy can recognise and respond to the ever changing land use issues and demands, it is important that the vision outlined in the strategy is constantly evolving and planning ahead rather than simply reacting to change in hindsight.

Accordingly, in addition to having an adopted strategy that provides a level of certainty to both the state and local authorities and the

community, it is equally important to establish a timeframe for the regular review of the strategy. Any departure from the Bassendean Local Planning Strategy is not to be considered in the context of the current strategy but is to be listed for consideration for a strategy review. Such a review should be undertaken every five (5) years, preferably simultaneously with the Local Planning Scheme review, unless, Council determines that an earlier review is warranted.

The review of the Bassendean Local Planning Strategy should follow a formal procedure which also recognises the protocol for modification to Local Planning Scheme policies, as outlined in the Local Planning Scheme. Any revisions to the Town of Bassendean Local Planning Strategy should also be presented to the Western Australian Planning Commission for endorsement.

ADVERTISING

The Town of Bassendean Local Planning Strategy certified for advertising on

Signed for and on behalf of the Western Australian Planning Commission.

*an officer of the Commission duly authorised by the Commission
(pursuant to the Planning and Development Act 2005)*

Date _____

ADOPTED

The Town of Bassendean hereby adopts the Local Planning Strategy, at the Ordinary meeting of the Council held on the _____ day of _____ 20 .

MAYOR

CHIEF EXECUTIVE OFFICER

ENDORSEMENT

Endorsed by the Western Australian Planning Commission on

*an officer of the Commission duly authorised by the Commission
(pursuant to the Planning and Development Act 2005)*

Date _____