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TOWN OF BASSENDEAN

LOCAL PLANNING STRATEGY

April 2008

Endorsed By The Western Australian Planning Commission
19 December 2006

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EXECUTIVE SUMMARY

1. The Town of Bassendean Corporate Plan (2002) 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. However, the Local Planning Strategy introduces a strategic focus to further drive the preparation and outcomes of the new Local Planning Scheme.
4. 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.
5. Population growth is quite static, with trends predicting 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.
6. The population objectives are promoted through specific strategies namely:
 - Maintaining the existing character and attraction of Bassendean;
 - Identifying suitable residential areas and housing stock for infill and redevelopment, and provide for a variety of housing types; and
 - Continue to provide for families in terms of maintaining single residential areas and promoting single lot subdivisions.

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7. Housing within the Town of Bassendean comprises a high proportion of middle aged to older single residential homes, predominantly of a good quality. The Local Planning Strategy has identified a number of housing precincts based upon housing character and redevelopment prospect, and provides broad housing objectives that seek to:
 - Ensure that the unique qualities and character of the various housing areas continue to be recognised;
 - Ensure that medium density housing does not undermine the identified single residential areas;
 - Provide a variety of housing types and densities to cater for specific community needs; including population growth (eg, families); and
 - Reverse the interspersed evidence of urban decline.

8. 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:
 - Housing Precinct A occurs in the north western part of Eden Hill. The housing quality provides limited redevelopment prospect and hence this area is suited as a single residential housing area in the medium to long term, although some larger and vacant lots may present limited opportunity for discrete medium density housing.
 - Housing Precinct B occurs in a single area north of the railway and east of Iolanthe Street. The age of homes, evidence of urban decline and the existing trend toward medium density redevelopment, indicate that this precinct is suitable for medium density housing opportunities. The suitability of this area for medium density is further confirmed by its strategic location to major roads and the railway, and the presence of two key redevelopment sites, namely Eden Hill Shopping Centre and the WAMES site.
 - Housing Precinct C occurs in three sub areas, one immediately north of the industrial area, one immediately south of the town centre, and the other to the south of that sub precinct. The housing quality provides limited prospect for short term redevelopment, and hence this area is suited as a single residential housing area in the short to medium term, with some larger and vacant lots presenting short term opportunities for discrete medium density housing.
 - Housing Precinct D represents the Ashfield area where in some parts there is evidence of urban decline and redevelopment, whilst near the river front larger homes offer limited redevelopment prospect. This precinct is suited to incremental redevelopment for a variety of medium density housing types in the short to medium term, particularly given its proximity to the commuter railway line. The Strategy recognises that the density in this precinct may increase as a result of the findings of the Guildford to Maylands Transport Orientated Development Study.

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- Housing Precincts E & F both represent river front locations where predominantly larger homes and 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.
9. 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".
 10. 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. Accordingly, 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.
 11. 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 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 provision of future Local Planning Schemes should accord with the Model Scheme Text. The Model Scheme Text introduces 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".

The Town of Bassendean has 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 development in the Town. Whilst there is no statutory obligation to prepare the strategy, Council has decided to undertake the project as part of the preparation of the Local Planning Scheme No. 10.

The Town of Bassendean Local Planning Strategy has been 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 has been derived from the data that has been researched and presented within the Scheme Report accompanying Local Planning Scheme No. 10.

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 will provide 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 will form the basis for land use, zoning, subdivision and development throughout the municipality.

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This vision is to be implemented through the statutory planning system and may include amendments to Council's Local Planning Scheme.

The Town of Bassendean Local Planning Strategy will be incorporated into the Local Planning Scheme by reference, and as such will have 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 will set out procedures for review and modification of the Local Planning Strategy.

1.3 Background — Previous Planning Initiatives

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 (Local Planning Scheme No. 10) has evolved over a number of years and hence has preceded the promulgation of the Model Scheme Text. The key changes to the new Scheme include a reduction in the number of zones from 17 zones down to 5 zones. The proposed Town Centre Zone, encompassing the Bassendean Main Street from Bassendean Village Shopping Centre to the west end of Old Perth Road, has 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) have been formally adopted by Council for inclusion into the Local Planning Strategy and new Local Planning Scheme No. 10

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.

1.4 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.

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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, variation No.1), provides the proper framework for the various policies and strategies under the following hierarchy:

- Statement of Planning Policies
 - Residential Design Codes (2002);
 - S.P.P.4.1 - State Industrial Buffer Policy;
 - S.P.P.4.2 - Metropolitan Centres Policy Statement for the Perth Metropolitan Region;
- Regional Strategies – Metroplan (1990)
- Regional and Sub-Regional Structure Plans
 - nil
- Strategic Policies
 - Metropolitan Centres Policy (1991);
 - Regional Residential Density Guidelines for Perth Metropolitan Region (1994);
 - 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.

1.5 Regional Planning Objectives

In accordance with the State Planning Framework Policy of the Western Australian Planning Commission, Metroplan (1990) is the principal Regional Strategy that provides the major policy framework for land use and development of the Perth Metropolitan Region. Metroplan shows the Town of Bassendean as part of the Perth Metropolitan Urban Area extending out towards the north eastern corridor. Metroplan depicts the major roads and commuter rail link through Bassendean and also highlights the Bassendean industrial area as a major location for industry in the context of the metropolitan region. External influences to the Town of Bassendean depicted on Metroplan include the strategic regional centres of Morley and Midland.

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:

- 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).
- Metropolitan Centres Policy; which identifies Bassendean Town Centre as a district centre, with the nearby centres of Midland and Morley being identified as strategic regional centres. This policy also provides guidelines to the preparation of local commercial strategies, and further, makes provision for local centres to be

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identified in residential neighbourhoods to serve day to day needs.

- 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.
- 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 (2002) 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, development control mechanisms.

The Local Planning Strategy will provide 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 will ultimately underpin the direction and planning controls of the Local Planning Scheme and associated policies.

1.6 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;
- Survey of existing land uses and development quality;
- Identification of development constraints (eg. servicing, flooding etc); and
- Community participation in recent local planning initiatives.

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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 as a source document, 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".

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. 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 new Local Planning Scheme, preparation of Local Planning Policies or Structure Plans, or indeed actual implementation through Council's works program.

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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.

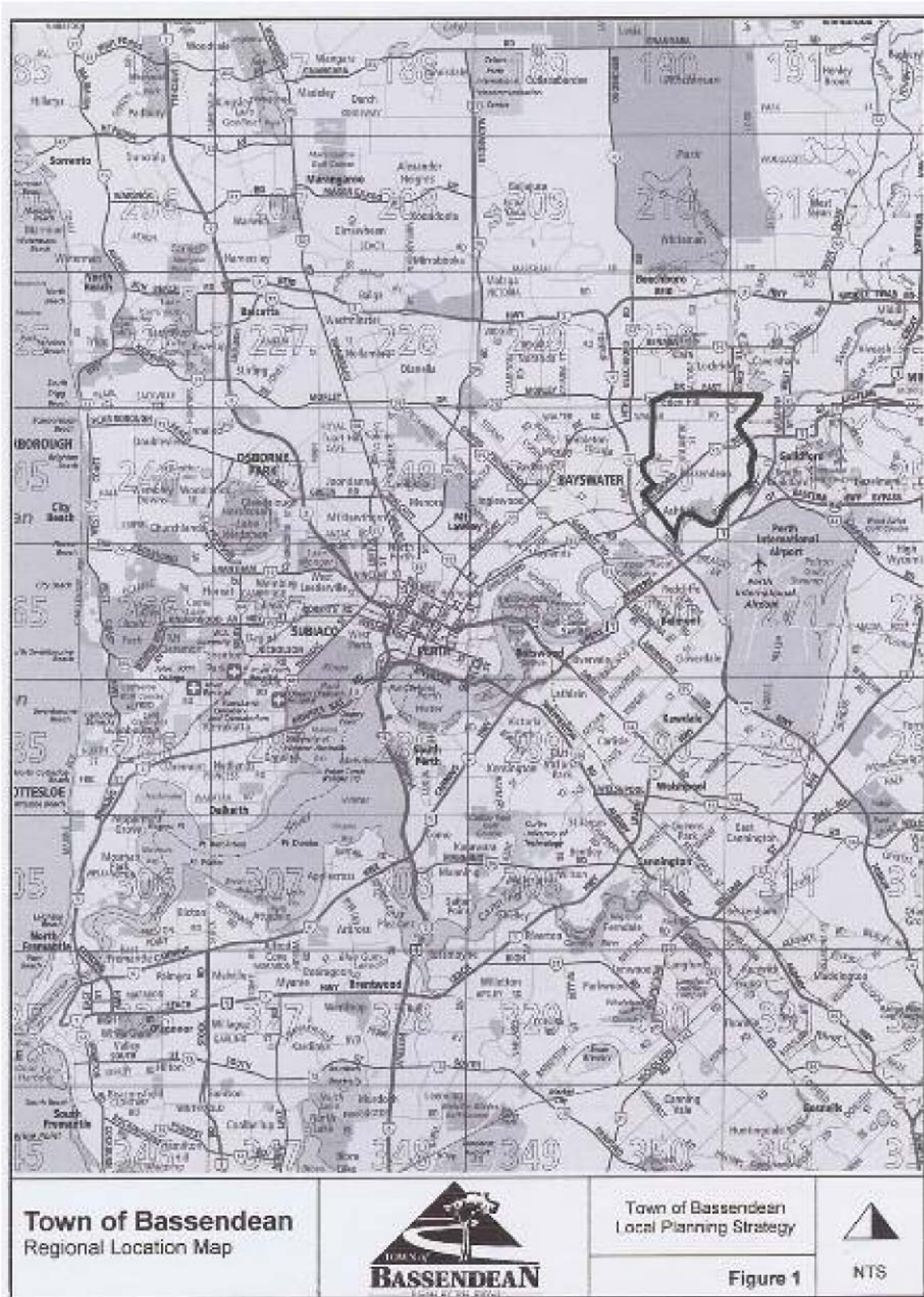
There are a number of sites within the study area that are recorded as having Aboriginal and cultural heritage significance.

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

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the areas. The existing road hierarchy is very defined and most areas have a very traditional grid pattern of roads.

2.4 Population

The Australian Bureau of Statistics 2001 Census indicates a resident population of 13,305 for the Town of Bassendean. The Western Australian Planning Commission population projection data estimate for the municipality for 2001 was 14,763, (from medium series projections - Table 1) indicating lower than anticipated population growth.

TABLE 1 PROJECTED AVERAGE ANNUAL GROWTH RATE - BASSENDEAN
(1992 ABS Estimated Residential Population 2001 - 2016 Ministry for Planning)

| Year | Growth Rate Total |
|------|-------------------|
| 1996 | 13,893 |
| 2001 | 14,763 |
| 2006 | 14,664 |
| 2011 | 14,643 |
| 2016 | 15,086 |

It is noteworthy that the population projections predict declining population from 2001 - 2011, which, combined with the existing lower than estimated population, is likely to show a static population rate for some 15 - 20 years.

The age structure of the Town of Bassendean population in 2001 (refer Table 2), indicates an aging population, which is in keeping with national and regional trends. The median age of the population is 37 years in contrast to the Perth Metropolitan average of 33 and East Metropolitan average of 32 years. Specifically, the 35 - 44 age group comprises the highest percentage of all ten year age groups in the municipality.

TABLE 2 AGE/SEX CATEGORIES - TOWN OF BASSENDEAN (2001 ABS Census)

| Age Category | Male | Female | Total | % | PSD % |
|--------------|------|--------|-------|------|-------|
| 0 - 4 | 446 | 424 | 870 | 6.51 | 6.37 |
| 5 - 9 | 462 | 426 | 888 | 6.64 | 6.87 |
| 10 - 14 | 448 | 399 | 847 | 6.34 | 7.23 |
| 15 - 19 | 473 | 441 | 914 | 6.84 | 7.74 |
| 20 - 24 | 392 | 372 | 764 | 5.72 | 7.14 |
| 25 - 29 | 477 | 485 | 962 | 7.20 | 7.10 |
| 30 - 34 | 470 | 530 | 1000 | 7.48 | 7.38 |
| 35 - 39 | 509 | 555 | 1064 | 7.96 | 7.54 |
| 40 - 44 | 528 | 552 | 1080 | 8.09 | 7.66 |
| 45 - 49 | 492 | 516 | 1008 | 7.54 | 7.28 |
| 50 - 54 | 432 | 441 | 873 | 6.53 | 6.79 |
| 55 - 59 | 305 | 322 | 627 | 4.69 | 4.91 |
| 60 - 64 | 288 | 295 | 583 | 4.36 | 3.86 |
| 65 - 69 | 260 | 284 | 544 | 4.07 | 3.13 |
| 70 - 74 | 209 | 285 | 494 | 3.70 | 2.87 |
| 75 - 79 | 176 | 202 | 378 | 2.83 | 2.32 |
| 80+ | 140 | 270 | 410 | 3.07 | 2.85 |
| TOTAL | 6532 | 6831 | 13363 | 100* | 100** |
| Total # | 6498 | 6574 | 13072 | | |

1991 Census, TPS10

* .43% o'seas visitors

** .96% o'seas visitors

Additional population = 291 or 2.18%

Also, exceeding state and national trends, is the 13.60% of the population aged 65 years and over, which is higher than the state average. Lower percentages (compared to Perth) of those aged 0-24 indicates a lower proportion of families in the municipality.

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 strategically positioned

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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:

- 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;
- Ida Street Local Shops;
- Small row of shops in Walter Road;
- Ashfield local shops and
- Ashfield Tavern.

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3.1 Population

3.1.1 Population Overview

Statistics show a fairly stable population of about 13,305 with very little growth anticipated. The median population age is 37 years in contrast to Perth at 33 and East Metro at 32 years. By comparison, the rapidly growing City of Swan has a median age of less than 30 years whereas western suburbs such as Claremont and Nedlands have older populations with median ages of 35 years. Bassendean therefore represents an older established area with an aging population.

The occupancy rate is 2.25 persons per dwelling (p.p.d) and declining. On the basis of 1996 ABS data it is apparent that some 20% of households have sole occupancy.

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 servicing requirements.
- Consistent with Metropolitan trends, Bassendean is experiencing declining home occupancy rates with a relatively high proportion of households as sole persons. (ABS:2001) 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 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.

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

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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 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.

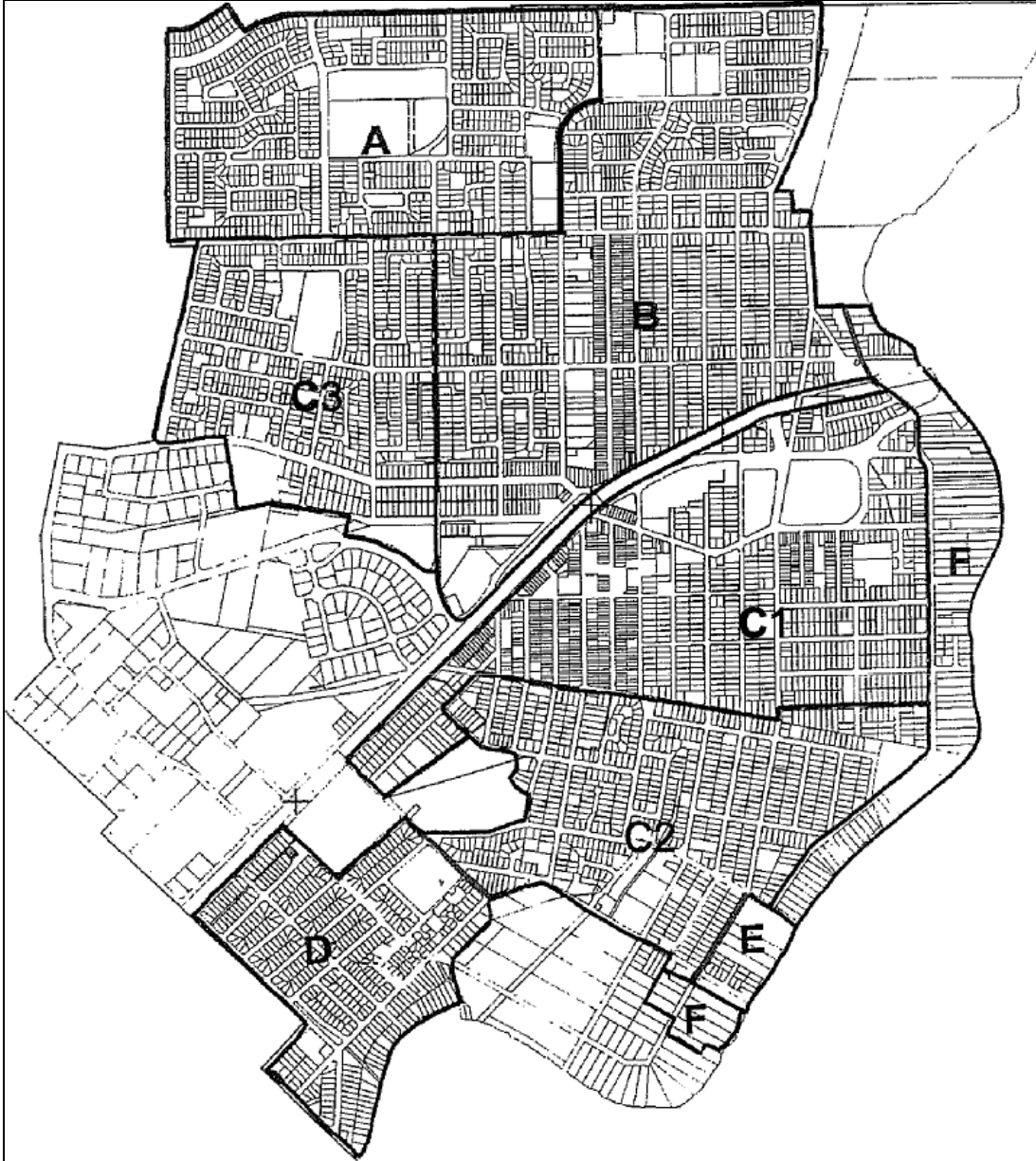
An examination of the housing areas in Bassendean has resulted in identification of six (6) housing precincts. The selection of these housing precincts is based upon general characteristics within each precinct in terms of housing type, age, quality, streetscape, lot size and prospect for redevelopment. The identified housing precincts for the Bassendean residential areas are illustrated on the Plan at **Figure 2**. 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).

An overview for each of the housing precincts and the relevant issues, objectives and strategies is detailed below.

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

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3.0 POPULATION & HOUSING STRATEGY

- in itself is unlikely to result in a significant increase population. However, major increases in density eg. R50 and above) is likely to also increase population growth.
- Many of the single residential housing areas of Bassendean maintain lot sizes and housing types suited to families. Other middle metropolitan suburbs (eg. Belmont) have concluded that to allow for families the residential density should not exceed R20. 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 which is incorporated as part of the Local Planning Scheme. 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. There are specific land use initiatives within the housing areas that

could also further promote reduced dependence upon car transport (eg. home based business, pedestrian based local parks, and corner stores).

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.

3.0 POPULATION & HOUSING STRATEGY

3.2.4 Strategies

- 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 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.
- Establish Local Planning Scheme Policies that require certain housing development proposals, including subdivision and redevelopment, to be considered and assessed in the context of accessibility to

public transport, cycleways and/or pedestrian networks.

- 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.

3.0 POPULATION & HOUSING STRATEGY

3.3 Housing Precinct A

3.3.1 Overview

This precinct occurs in the north western most part of Eden Hill. The housing within this precinct is characterised by middle age homes of a good quality, generally comprising single residential housing lots 700m² – 800m² in area. The housing type predominantly represents middle size family homes, although throughout the precinct there are a limited number of grouped housing complexes dispersed. Under Local Planning Scheme No. 3 this precinct was allocated a Residential coding of R20, whilst the interspersed grouped housing sites were allocated a coding of R25.

3.3.2 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.
- Only a limited number of vacant and larger lots remain, with the opportunity for some low density housing (ie. up to R30 - Residential Design Codes), which would maintain the integrity of the precinct as a single residential area.
- The new Residential Design Codes (2002) have modified the various lot sizes and standards applicable to the relevant codings and as a result the density coding under the Local Planning Scheme may require review

3.3.3 Objectives

- To retain Housing Precinct A as predominantly a single residential housing area in the medium to long term.
- To make provision for the limited number of larger and 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.
- To make provision for Council to allow the development of corner lots to a maximum density of R25.

3.3.4 Strategies- Housing Precinct A

- Apply a Residential zone with a coding of R17.5 to the entire Housing Precinct "A" under Local Planning Scheme No. 10, thereby limiting the prospect of multiple housing on single residential lots.
- Identify existing grouped housing complexes and larger vacant lots suited to grouped housing and apply the residential coding of R30 under Local Planning Scheme No. 10, including performance based standards based upon criteria detailed for Housing Precinct B.
- Insert a clause in LPS No 10 that allows Council to permit development or support the subdivision of an existing R17.5 coded corner lot to a maximum density of R 25 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.

3.0 POPULATION & HOUSING STRATEGY

- Promote, facilitate or undertake the preparation of relevant Local Planning Scheme policies providing guidelines to the design and implementation of medium density housing proposals, with the maximum R30 density development being subject to higher quality performance criteria.

3.0 POPULATION & HOUSING STRATEGY

3.4 Housing Precinct B

3.4.1 Overview

This precinct occurs in a single area on the northern side of the central railway line, extending generally eastward from Iolanthe Street. The housing within this precinct is generally characterised by older homes, generally not of a high quality and predominantly suited to redevelopment. In some parts of this precinct there is already evidence of interspersed redevelopment 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. Under Local Planning Scheme No. 3 this precinct was zoned residential R20, with the central area of grouped housing complexes and the other interspersed grouped housing sites coded R25.

There are two locations within this precinct that warrant special mention and attention. 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.

In the southern most part of this precinct, south of Scaddan Street, there is a large vacant street block abutting the railway line which represents

the most significant area of vacant residential land within the municipality.

3.4.2 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 majority of the precinct on the south side of Walter Road occurs within 800 m of the commuter railway stations, which is a distance that is considered suitable for promoting 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.
- The vacant land within the street block south of Scaddan Street and adjoining the railway line offers the most significant opportunity for a new housing area within the municipality, and is strategically placed for medium density housing types.

3.0 POPULATION & HOUSING STRATEGY

3.4.3 Objectives

- To promote Housing Precinct B 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.

3.4.4 Strategies — Housing Precinct B

- To apply a Residential zone with a coding of R20/40 to lots within 800m of a train station, and R20/30 to lots not within 800m of a train station under Local Planning Scheme No. 10, and introduce performance based Scheme standards for the coding category on the basis of the following criteria:

R20

All development and subdivision is to comply with the Residential Design Codes.

R30/40 & R20/40

Subdivision or development in excess of the lower density coding shall be considered to be acceptable to Council where:-

- (a) in the opinion of Council the lot has a road frontage sufficient to allow at least two homes and a shared accessway, where required to service development to the rear;
- (b) There is due regard for relevant Local Planning Policies;
- (c) Identified heritage objectives are not compromised;

- (d) The proposal demonstrates elements of water sensitive urban design; and
- (e) The existing streetscape is being preserved.

- For the vacant street block south of Scaddan Street abutting the railway line, introduce a scheme mechanism that requires prior preparation of an Outline Development Plan.
- Promote, facilitate and undertake the preparation of relevant Local Planning Scheme policies, providing guidelines to 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) Encouraging grouped housing design over multiple lots to improve efficiency and streetscape; and
 - iii) Density development incentives for high quality design and or refurbishment of existing character homes;

3.0 POPULATION & HOUSING STRATEGY

3.5 Housing Precinct C

3.5.1 Overview

This precinct is rather large and as such has been divided into three sub precincts. Precinct C1 is located on the south of the railway line, and includes land bounded by the Railway Line, North Road, Hyland Street, Shackleton Street and Cyril Street. This sub precinct also includes land surrounding the Town Centre. Precinct C2 lies to the south of sub precinct C1 and is generally bounded by Bassendean Parade, Ashfield Flats, Hardy Road and Fisher Street. Sub precinct C3 lies to the north of the Railway line and is generally bounded by Iolanthe Street, Walter Road East, Rugby Street and the Industrial Area to the south.

The housing within this precinct is characterised by 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 group housing developments.

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. 3 this precinct was allocated for Residential zoning with a coding of R20, and the grouped housing sites were zoned R25.

3.5.2 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 new residential design codes (2002) have modified the various lot sizes applicable to the relevant coding and as a result, the density coding under Local Planning Scheme No. 3 may require review.
- Small portions in the southern part of this precinct are affected by the flood fringe, where development and redevelopment will be required to meet certain criteria in relation to development levels and stormwater management.
- Devon Road has a special character which would be best retained by maintaining the R15 Coding into the future.
- Given the proximity of Sub Precinct C1 to the Train Station and the Town Centre, it is envisaged that change within this sub precinct is likely to occur prior to the other two sub precincts.

3.5.3 Objectives

- To retain Housing Precinct C 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.

3.0 POPULATION & HOUSING STRATEGY

- To make provision for Council to allow the development of corner lots to a maximum density of R25

3.5.4 Strategies — Housing Precinct C

- Apply a Residential zone with a coding of R20 to the entire precinct, with the following exceptions

Devon Road where a density code of R15 will be applied to maintain the special character of the area under Local Planning Scheme No. 10;

The southern side of Nurstead Avenue, and the area around Thomson Road and Lamb street where a density code of R25 will be applied,

The western side of Station Street where a density code of R25 will be applied;

The eastern side of station street where a density code of R40 will be applied;

No's the block bounded by Kathleen Street, Palmerston Street and Kenny Street where a Density Code of R40 shall apply;

Those properties affected by Local Planning Scheme No 4a where the density code of R25 shall be generally applied; and
The Masonic Hall site in Wilson Street where a split density code of R20/60 shall be applied.

- Identify existing grouped housing complexes and apply the residential coding of R30 under Local Planning Scheme No. 10, including performance based standards based upon criteria detailed for Housing Precinct B.
- Promote, facilitate or undertake the preparation of relevant Local Planning Scheme policies providing guidelines to the design and implementation of medium density housing proposals, with the

maximum R30 density development being subject to higher quality performance criteria.

- Insert a clause in LPS No 10 that allows Council to permit development or support the subdivision of an existing R20 coded corner lot to a maximum density of R 25 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.

3.0 POPULATION & HOUSING STRATEGY

3.6 Housing Precinct D

3.6.1 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 includes the riverfront properties in this location.

Whilst the river front portion of this precinct comprises generally large homes with little prospect for redevelopment in the short term, 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 Homeswest. 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 the northern part of 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. 3 this precinct was allocated almost entirely for residential zoning with a coding of R20, and the grouped housing sites were zoned R25.

The Ashfield Tavern site also occurs in the western most part of this precinct and has been identified as potential site for medium density housing.

3.6.2 Issues

- The age and quality of homes within this precinct, particularly in the areas separated from the riverfront, show interspersed evidence of imminent urban decline that has a potential in the medium term to worsen unless incentives for residential redevelopment are provided.
- There are a number of street blocks in proximity to the riverfront comprising a limited number of larger lots with older homes and with the opportunity for some medium density housing or subdivision.
- The majority of this precinct occurs within 800m² of the Ashfield commuter railway station which is a distance that is considered suitable for promoting medium density residential development.
- Network City indicates the Ashfield area as having the potential for a major activity centre. Planning for a major activity centre at Ashfield is being investigated as part of the Department for Planning and Infrastructure (DPI) Maylands-Guildford Project. Potential development concepts for the area include significantly higher densities for existing residential areas.

3.6.3 Objectives

- To promote Housing Precinct D 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.

3.0 POPULATION & HOUSING STRATEGY

3.6.4 Strategies — Housing Precinct D

- Apply a Residential zone with a coding of R20 to the entire precinct under Local Planning Scheme No. 10.
- Identify existing grouped housing complexes and potential large grouped housing sites, including the Ashfield Tavern site, and apply the Residential coding of R30 under Local Planning Scheme No. 10, including performance based standards based upon criteria detailed for Housing Precinct B.
- Promote, facilitate and undertake the preparation of relevant Local Planning Scheme policies, providing guidelines to the design and implementation of medium density housing proposals within this precinct, including concepts such as:
 - i) Corner lot subdivision for residential homes on smaller lots;
 - ii) Encourage grouped housing designs over multiple lots; and
 - iii) Density development incentives for high quality design or refurbishment of existing character homes;
- Insert a clause in LPS No 10 that allows Council to permit development or support the subdivision of an existing R20 coded corner lot to a maximum density of R 25 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.
- Examine opportunities for additional Public Open Space and recreation areas within the precinct.

3.0 POPULATION & HOUSING STRATEGY

3.7 Housing Precinct E

3.7.1 Overview

This precinct occurs in the south eastern part of the municipality adjacent to the Swan River and comprises generally one street block on the river side of West Road. The southern boundary of this precinct is defined by the boundary between the floodway and the flood fringe. The housing within this precinct is generally characterised by relatively large homes on subdivided single housing lots with river views, as well as riverfront homes on larger lots that may facilitate redevelopment options.

The small precinct surrounding Broun Way comprises 900 m² — 1000 m² lot sizes and was zoned residential R20 under Local Planning Scheme No. 3.

The several large remaining riverfront lots have areas of 2000m² and greater and were previously zoned Residential R5 under Local Planning Scheme No. 3. The largest riverfront lot currently accommodates a vineyard and winemaking facility.

3.7.2 Issues

- The quality of homes on the smaller single residential lots currently provide only a limited incentive for redevelopment at higher densities, at least for the short to medium term.
- The majority of the precinct lies within the flood fringe, where development and redevelopment will be required to meet certain criteria in relation to development levels and stormwater management.
- 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.

3.7.3 Objectives

- To retain the existing 'smaller' lots within Housing Precinct E as predominantly a single residential housing area in the short to medium term.
- To make provision for the limited number of larger and vacant lots within Housing Precinct E to be developed for medium density housing through either subdivision or grouped housing development.
- To recognise the unique opportunities and constraints of development in this precinct, particularly in terms of the prestigious riverfront location, the effect of the flood fringe, and the potential impact associated with the existing operating vineyard and winemaking facility within the precinct.

3.0 POPULATION & HOUSING STRATEGY

3.7.4 Strategies — Housing Precinct E

- Apply a Residential zone with a coding of R17.5 to the existing single residential small lots within this precinct under Local Planning Scheme No. 10.
- Insert a clause in LPS No 10 that allows Council to permit development or support the subdivision of an existing R17.5 coded corner lot to a maximum density of R 25 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.
- Apply a Residential coding of R5 under Local Planning Scheme No. 10 to the existing larger and vacant lots within this precinct in the short term.
- Facilitate proposals for the future redevelopment of the larger riverfront lots, subject to comprehensive rezoning and development proposals that have particular regard to matter such as:
 - i) Appropriate development standards within the flood fringe;
 - ii) Appropriate development quality and type suited to the prestigious riverfront location; and
 - iii) Appropriate recognition of the existing vineyard and winemaking facility within the 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 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.

3.0 POPULATION & HOUSING STRATEGY

3.8 Housing Precinct F

3.8.1 Overview

This precinct comprises the majority of riverfront properties in the eastern most part of 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 within this precinct.

Generally the lot sizes range from 1000m² to 2000m² and upwards. Under Local Planning Scheme No. 3, this precinct was zoned Residential R5 with the exception of a small sub-precinct adjacent to Daylesford Road which was zoned R20 and the riverfront Success Hill which was zoned R20 and R25.

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.
- 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.

3.8.3 Objectives

- To retain Housing Precinct F 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 – Housing Precinct F

- Apply a residential zone with a coding of R5 to the entire precinct under Local Planning Scheme No. 10, with the exception of the Daylesford Road sub precinct which is to be coded R20 and Success Hill sub precinct which is to be coded R10. The coding on the southern side of Anzac Terrace has been changed to R25 to take account of existing approvals.
- Insert a clause in LPS No 10 that allows Council to permit development or support the subdivision of an existing R20 coded corner lot to a maximum density of R 25 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.
- 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.

3.0 POPULATION & HOUSING STRATEGY

It is recognised, however, that this examination will require a 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

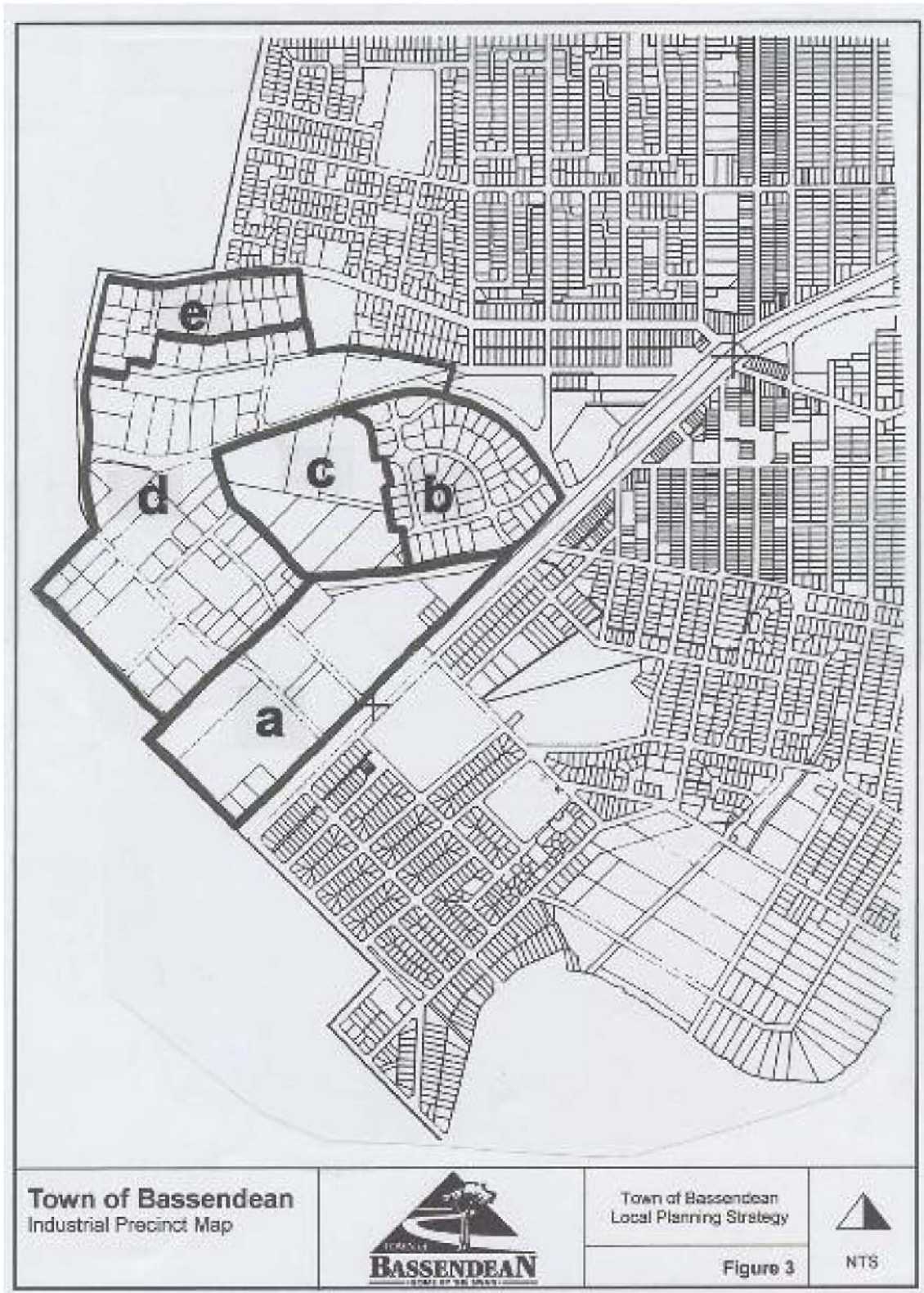
4.1 Overview

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 has been the subject to past landfill and requires a level of remediation works to satisfy the contaminated sites criteria in accordance with the DEP 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.

4.0 INDUSTRIAL STRATEGY



4.0 INDUSTRIAL STRATEGY

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

4.2 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, is affected by contaminated materials that would require removal from the site or remediation works on-site to the satisfaction of the Environmental Protection Authority, prior to commencement of an alternative land use or development. There is a potential that, without a sufficient input of resources to remove the material and/or remediate the site, this land could be under utilised or not be used at all, to the detriment of the ongoing development and overall success of the Bassendean industrial area. However, 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, including the remediation of the land to the satisfaction of the EPA 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

4.0 INDUSTRIAL STRATEGY

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

- Apply a General Industrial zone to the majority of the Bassendean Industrial area, with the exception of two (2) street blocks to be 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.
- Apply 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 Planning Scheme No. 3 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 by a 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 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;
- Ida Street Local Shops;
- Small row of shops in Walter Road;
- Ashfield local shops; and
- Ashfield Tavern.

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

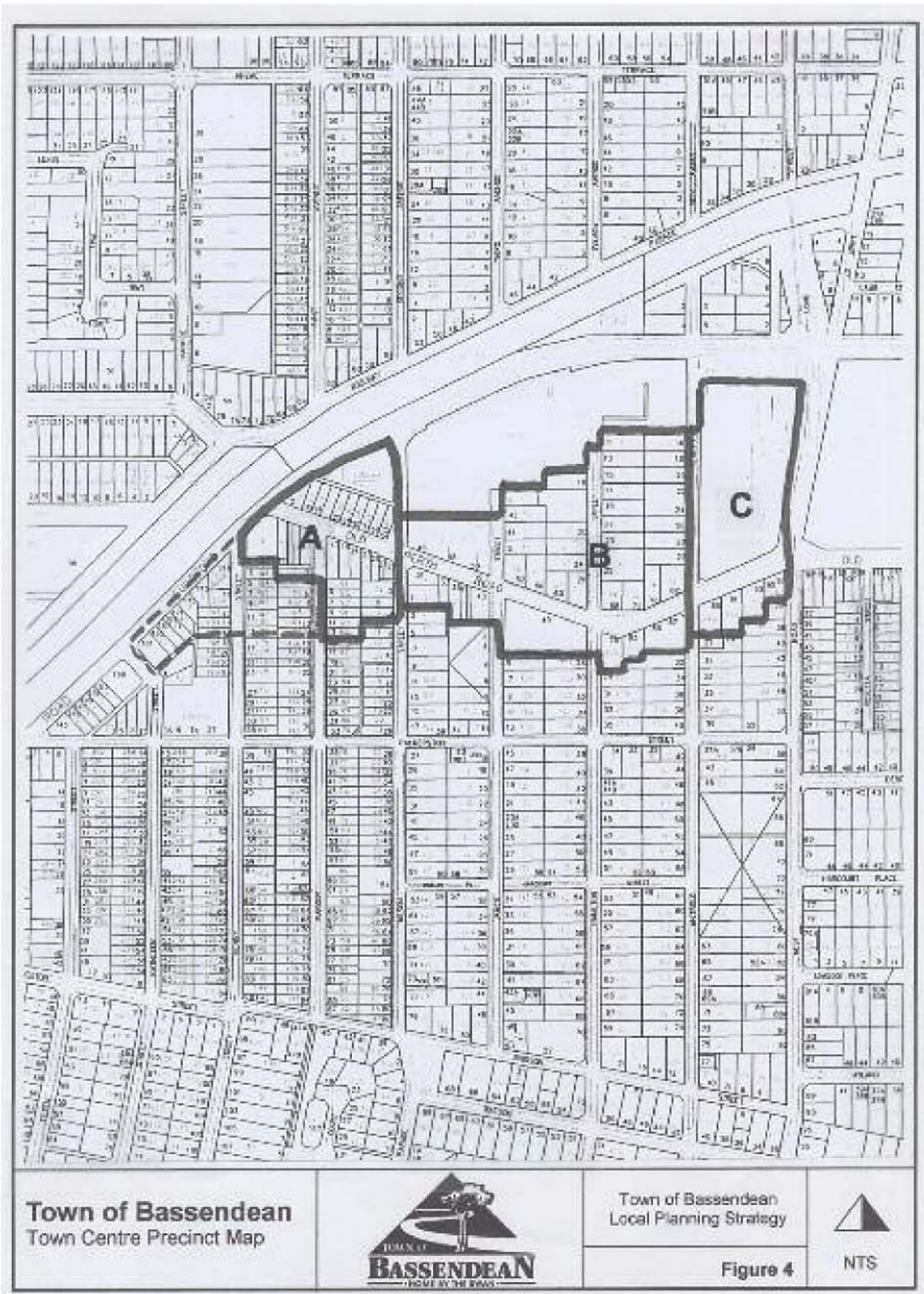
According to the findings of the original Scheme Report for Local Planning Scheme No. 10, and reflected in the recent "Enquiry by Design" workshop for the Town of Bassendean (May 2002), Bassendean Town Centre contains about three times the commercial floor space needed to service the local population.

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 Issues

- The traditional "Main Street" pedestrian based commercial retail at the west end

5.0 COMMERCIAL STRATEGY



5.0 COMMERCIAL STRATEGY

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 currently does not integrate well with the town centre due to the pedestrian route lacking "user-friendliness" and the station design lacking in appeal.
- 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.

5.3 Objectives

- To promote the continued importance of the Bassendean Town Centre as the commercial, retail and civic centre of 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.
- To ensure that the different retail, commercial and civic activities in the

5.0 COMMERCIAL STRATEGY

Bassendean Town Centre function and integrate in a manner that is mutually up-building rather than undermining of other town centre uses.

- To maximise the usage of Bassendean Railway Station as a destination station.

5.4 Strategies

- Identify the Bassendean Town Centre area as a "Town Centre" zone under the Local Planning Scheme, and make provision in this zone for a range of retail, commercial, civic and residential land uses that are suited to its function as a district centre;

- 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;

- Establish Local Planning Scheme Policies to make provision for local corner stores;
- 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.

5.0 COMMERCIAL STRATEGY

iii. Review the development options for the BIC Reserve and Council complex in terms of potential to re-arrange 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.

6.0 IMPLEMENTATION & REVIEW

6.1 Implementation

The Town of Bassendean Local Planning Strategy is to be 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 will have the status of a Local Planning Scheme policy. Many of the strategy recommendations will 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 District 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 District 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 **28 SEP 2004**

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 13 MAY 2008

ADOPTED

The Town of Bassendean hereby adopts the Local Planning Strategy, at the Ordinary meeting of the Council held on the **14th** day of **NOVEMBER** 2005



MAYOR



CHIEF EXECUTIVE OFFICER

ENDORSEMENT

Endorsed by the Western Australian Planning Commission on **19 DEC 2006**



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

Date 13 MAY 2008
