

ATTACHMENTS

Council Agenda Briefing

21 July 2026

Part 2 – 10.3.3

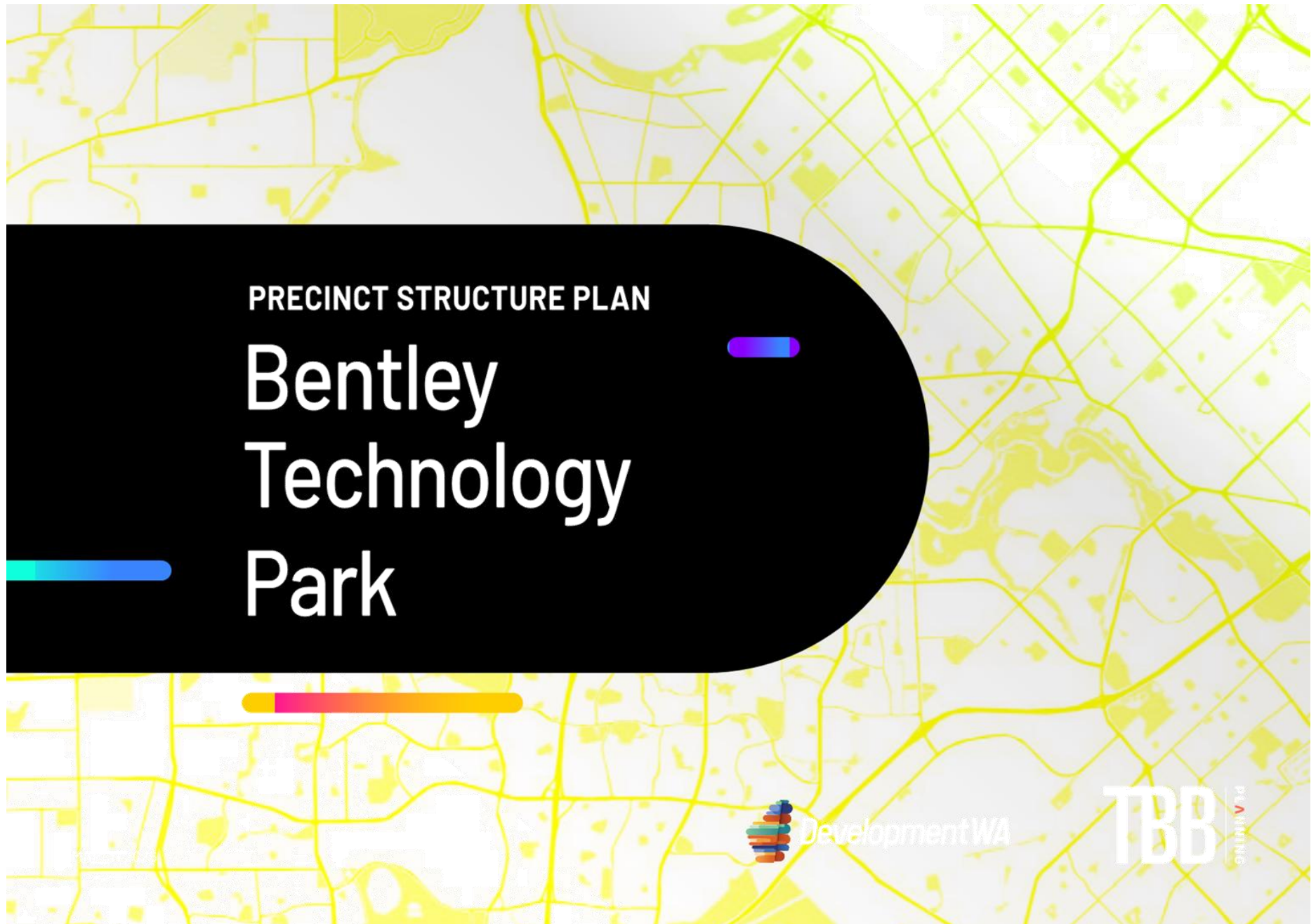
ATTACHMENTS TO AGENDA ITEMS

Council Agenda Briefing - 21 July 2026

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Document Information

**Bentley Technology Park
Precinct Structure Plan**

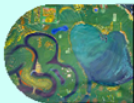
Ref: 20/054

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Acknowledgement of country

We respectfully acknowledge the Whadjuk people of the Noongar nation, as the Traditional Custodians of the land on which we live and work, and recognise their continuing connection to the land, ocean and waterways. We also acknowledge the Traditional Custodians of the many lands and waters across which we design, plan, and engage. We pay our respects to Elders past and present, for they hold the traditions and culture that continue to guide us in planning for communities now and into the future.

Rev	Status	Author	Approved by	Date Issued
1.0	Final	E McElwee, C Barrow, E Denholm	S Thompson	20/03/2026

Disclaimer
This document was prepared for Development WA for the purposes of the Bentley Technology Park Precinct Structure Plan, and may only be used in accordance with the executed agreement between TBB Planning and Development WA.
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Endorsement



This structure plan is prepared under the provisions of the City of South Perth Local Planning Scheme No. 7 and the Town of Victoria Park Local Planning Scheme No. 2.

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

Date of Approval: [Insert Date XX/XX/20XX]

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

[Insert Signature]

An officer of the Commission duly authorised by the Commission pursuant to section 16 of the *Planning and Development Act 2005* for that purpose, in the presence of:

Witness: [Insert Signature]

Date: [Insert Date XX/XX/20XX]

Date of Expiry: [Insert Date XX/XX/20XX]

Table of Amendments



City of South Perth

Amendment No.	Summary of the Amendment	Amendment Type	Date Approved

Town of Victoria Park

Amendment No.	Summary of the Amendment	Amendment Type	Date Approved

Executive Summary

The Bentley Technology Park Precinct Structure Plan (**PSP**) has been prepared to guide the coordinated redevelopment and revitalisation of the Bentley Technology Park (**Precinct**) located within the Bentley-Curtin Specialised Activity Centre. The Precinct comprises the Technology Park West and Centre precincts as identified in Bentley-Curtin Specialised Activity Centre Plan (**BCSACP**), approved by the Western Australian Planning Commission (**Commission**) in June 2018. Technology Park West is located within the City of South Perth (**CoSP**) and Technology Park Centre is located within the Town of Victoria Park (**ToVP**). Refer to **Figure 1**.

The Precinct was established in 1985 as Western Australia's (**WA**) first science and innovation precinct. Today, it remains a State-significant specialised activity centre for research, development and innovation enterprises. Its economic growth and evolution, however, have been constrained by outdated planning controls that have limited the ability of existing enterprises to expand and collaborate, and have deterred new enterprises from establishing.

The PSP delivers a contemporary planning framework that enables coordinated land use, subdivision and development, and seeks to realise the precinct's vision.

This PSP provides a planning framework in line with Part 4 of Schedule 2 of the *Planning and Development (Local Planning Scheme) Regulations 2015* (**LPS Regulations**), and the requirements of the *Town of Victoria Park's Local Planning Scheme No. 2* (**LPS 2**), the *City of South Perth's Local Planning Scheme No. 7* (**LPS 7**), *State Planning Policy 4.2 Activity Centres* (**SPP 4.2**) and *State Planning Policy 7.2 Precinct Design* (**SPP 7.2**). It has been prepared in accordance with the manner and form provided in the *WA Planning Manual: Guidance for Structure Plans*, and SPP 7.2 and the associated Precinct Design Guidelines.

This PSP will guide the future direction of land use, built form, streetscape and public realm upgrades, landscape, environmental performance, movement and access, and more. It provides primary controls which are to be given due regard in the consideration of subdivision and development applications, and replace controls outlined in various local planning policies and the *Residential Design Codes* (**R-Codes**) where identified.

The PSP's economic purpose is to strengthen the Precinct's role as a specialised innovation precinct by concentrating growth in health and medical technologies, data science and digital technologies, radio astronomy and space, and research and development enterprises. This growth is to leverage existing anchor assets such as the Pawsey Supercomputing Research Centre, Commonwealth Scientific and Industrial Research Organisation (**CSIRO**) facilities, NovaCina and Curtin University facilities. Economic analysis forecasts the capacity for additional floorspace in the order of 19,652m² to 175,429 m², supporting an estimated 561 to 4,564 additional jobs at full maturity, with the largest gains expected in health sciences and research and development uses.

Staging of development is expected to be incremental, driven by landowner intent and market conditions, with State and local investment anticipated to support the delivery of key supporting infrastructure such as the future mid-tier transit solution along Kent Street.

Table 1 provides a summary of the key statistics and information for the PSP area.

Table 1: Precinct Structure Plan Summary

Item		PSP Ref
Land Area:		
Technology Park West	20.6 hectares	Plan 1A
Technology Park Centre	32.5 hectares	Plan 1B
Total	53.1 hectares	
Zones:		
Centre	17.5 hectares	Plan 1A, Section 4.2
Special Use	24.6 hectares	Plan 1B, Section 5.2
Reserves:		
Public Open Space	2.5 hectares	Plan 1A, Section 4.2 Plan 1B, Section 5.2
Drainage / Waterway	0.3 hectares	Plan 1B, Section 5.2
Local Roads	8 hectares	Plan 1A, Section 4.2 Plan 1B, Section 5.2
Net Developable Area:		
Technology Park West	18.8 hectares	Plan 1A
Technology Park Centre	23.2 hectares	Plan 1B
Total	42 hectares	
Estimated Growth:		
Estimated Additional Floorspace	Conservative Growth Scenario: 19,652m ² Moderate Growth Scenario: 134,028m ² High Growth Scenario: 175,429m ²	Part 2, Section 2.8.4
Estimated Additional Employment	Conservative Growth Scenario: 561 jobs Moderate Growth Scenario: 3,666 jobs High Growth Scenario: 4,564 jobs	Part 2, Section 2.8.4

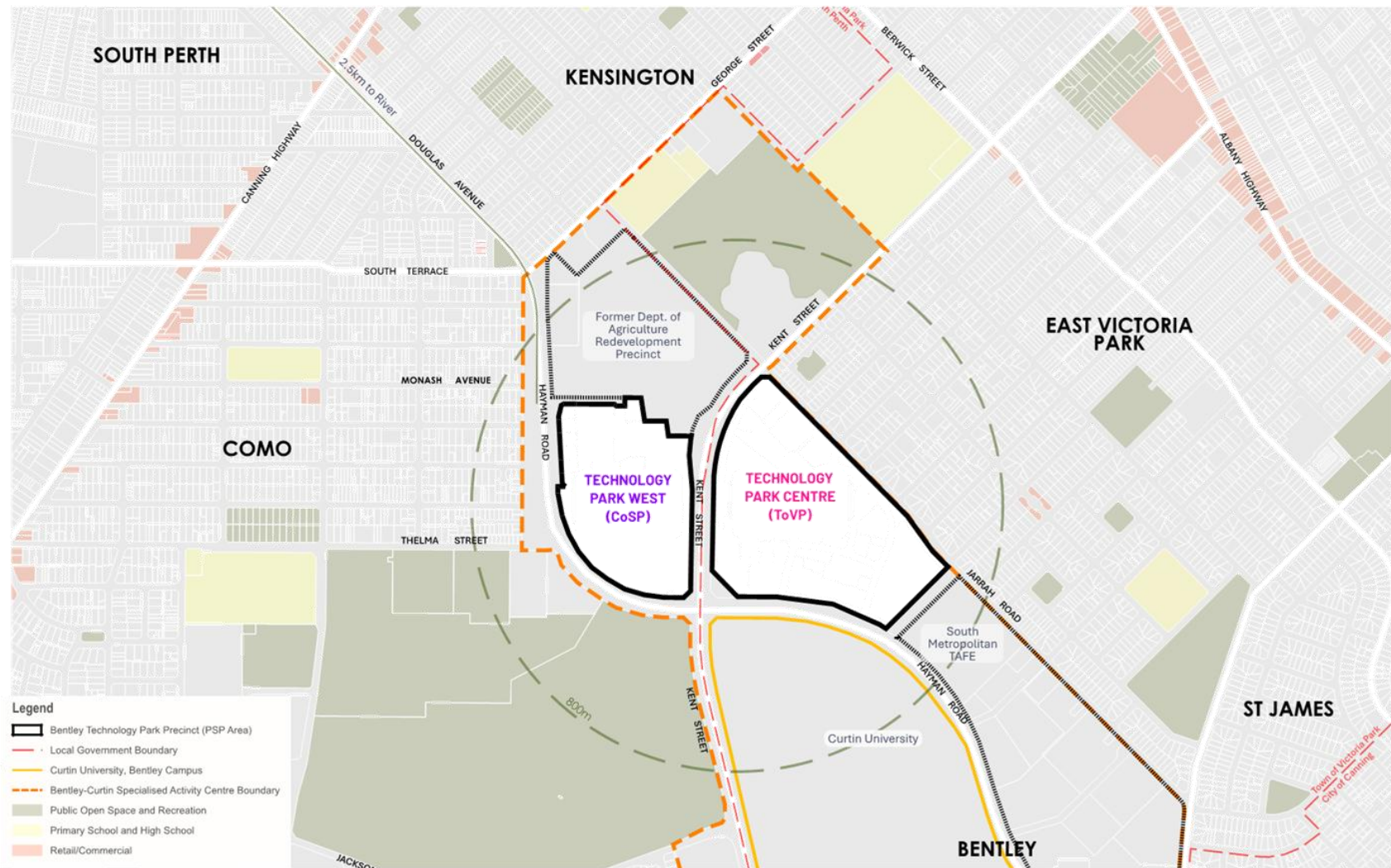


Figure 1: PSP Area

Document Structure



The PSP is prepared in a manner and form approved by the Commission as outlined in the *WA Planning Manual: Guidance for Structure Plans*, SPP 7.2 and the supporting Precinct Design Guidelines. It comprises the following parts:

Part 1 – Implementation

- Outlines the purpose, vision and objectives of the PSP.
- Includes two Precinct Structure Plan Maps; one for each local government authority:
 - **Plan 1A** – City of South Perth (Technology Park West) Precinct Structure Plan
 - **Plan 1B** – Town of Victoria Park (Technology Park Centre) Precinct Structure Plan
- Outlines subdivision, land use and development requirements, including sub-precinct requirements that correspond to the following sub-precinct plans:
 - **Plan 2A** – South Perth 1 Sub-Precinct Plan
 - **Plan 2B** – South Perth 2 Sub-Precinct Plan
 - **Plan 2C** – Victoria Park 1 Sub-Precinct Plan
 - **Plan 2D** – Victoria Park 2 Sub-Precinct Plan
 - **Plan 2E** – Victoria Park 3 Sub-Precinct Plan

Part 2 – Explanation

- Includes the key contextual and technical analysis that has informed the preparation of the PSP.
- Information on the design response, including how the considerations within SPP 7.2 have been addressed.

Appendices

Technical reports and studies prepared to inform the development of the PSP, which should be read in conjunction with Parts 1 and 2, where applicable:

- **Appendix A** – Needs Assessment
- **Appendix B** – Environmental Assessment Report
- **Appendix C** – Local Water Management Strategy
- **Appendix D** – Engineering Servicing Report
- **Appendix E** – Transport Impact Assessment
- **Appendix F** – Sustainability Strategy

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Acronyms and Abbreviations

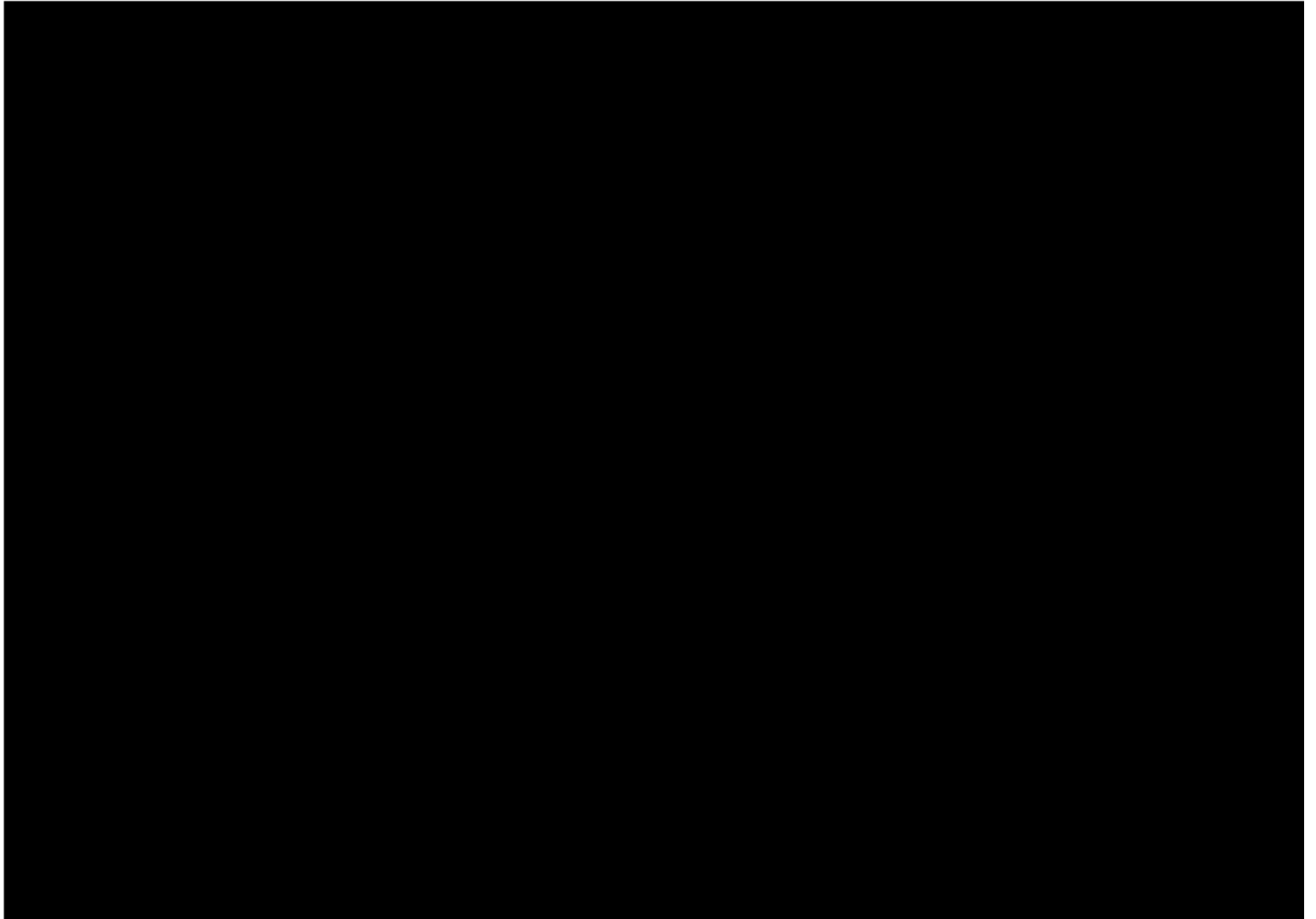
The following acronyms and abbreviations are used in this PSP:

Acronym	Explanation
ACH	Aboriginal Cultural Heritage
BCSACP	Bentley-Curtin Specialised Activity Centre Plan
AEP	Annual Exceedance Probability
AHD	Australian Height Datum
ASS	Acid Sulfate Soils
Bentley-Curtin Specialised Activity Centre	Bentley-Curtin Specialised Activity Centre
BPO	Business Process Outsourcing
BTPPSP	Bentley Technology Park Precinct Structure Plan
CB	Compensating Basin
CBD	Central Business District
CoSP	City of South Perth
CPTED	Crime Prevention Through Environmental Design
Commission	Western Australian Planning Commission
CSIRO	Commonwealth Scientific and Industrial Research Organisation
DBCA	Department of Biodiversity, Conservation and Attractions
Deemed Provisions	Schedule 2 of the Planning and Development (Local Planning Scheme) Regulations 2015
DFES	Department of Fire and Emergency Services
DOT	Department of Transport
DPLH	Department of Planning, Lands and Heritage

Acronym	Explanation
DPIRD	Department of Primary Industries and Regional Development
Draft SPP 2.9	Draft State Planning Policy 2.9 – Planning for Water
DWER	Department of Water and Environmental Regulation
EAR	Environmental Assessment Report enclosed at Appendix A
ESG	Environmental, Social and Governance
FFL	Finished Floor Levels
HV	High voltage
ICT	Information and Communication Technology
IT	Information Technology
LPP	Local Planning Policy
LPS 2	Town of Victoria Park Local Planning Scheme No. 2
LPS 7	City of South Perth Local Planning Scheme No. 7
LPS Regulations	Planning and Development (Local Planning Scheme) Regulations 2015
LWMS	Local Water Management Strategy enclosed at Appendix B
mBGL	Metres below ground level
MRS	Metropolitan Region Scheme
MVA	Megavolt-amperes
PAW	Public Access Way
Plan 1A	City of South Perth (Technology Park West) Precinct Structure Plan

Acronym	Explanation
Plan 1B	Town of Victoria Park (Technology Park Centre) Precinct Structure Plan
Plan 2A	South Perth 1 Sub-Precinct Plan
Plan 2B	South Perth 2 Sub-Precinct Plan
Plan 2C	Victoria Park 1 Sub-Precinct Plan
Plan 2D	Victoria Park 2 Sub-Precinct Plan
Plan 2E	Victoria Park 3 Sub-Precinct Plan
POS	Public Open Space
PR	Public Realm
Precinct	Bentley Technology Park, comprising the Technology Park West and Centre precincts
PSP	Bentley Technology Park Precinct Structure Plan
R&D	Research and Development
R-Code	The Residential Design Code allocated to the land
R-Codes	Residential Design Codes (Volume 1 and 2)
SKA	Square Kilometre Array
SP 1	South Perth 1 sub-precinct
SP 2	South Perth 2 sub-precinct
SPP 2.9	State Planning Policy 2.9 – Water Resources
SPP 3.6	State Planning Policy 3.6 – Infrastructure Contributions
SPP 3.7	State Planning Policy 3.7 – Bushfire

Acronym	Explanation
SPP 4.2	State Planning Policy 4.2 – Activity Centres for Perth and Peel
SPP 7.0	State Planning Policy 7.0 – Design of the Built Environment
SPP 7.2	State Planning Policy 7.2 – Precinct Design
TAFE	Technical and Further Education
TIA	Transport Impact Assessment enclosed at Appendix D
ToVP	Town of Victoria Park
TWL	Top Water Level
UE	Urban Ecology
US	Urban Structure
Volume 1	R-Codes Volume 1
VP 1	Victoria Park 1 sub-precinct
VP 2	Victoria Park 2 sub-precinct
VP 3	Victoria Park 3 sub-precinct
WA	Western Australia
WSUD	Water Sensitive Urban Design



PART 1

Operation



This section applies to the entire Precinct, and both the CoSP and ToVP.



1.0 Operation

1.1 Precinct Structure Plan Area

The PSP applies to the Technology Park West precinct as identified in **Plan 1A** and the Technology Park Centre precinct as identified on **Plan 1B**. Combined, these areas are referred to as the PSP area, as generally described in **Table 2**.

Table 2: PSP Area Description

Matter		Detail	
		Technology Park West	Technology Park Centre
Local Government Area		CoSP	ToVP
Precinct Structure Plan Map		Plan 1A	Plan 1B
Boundary	North	Burvill Court and the North West Science and Residential precinct	Jarrah Road
	South	Hayman Road	Hayman Road
	East	Kent Street	South Metropolitan TAFE car park
	West	Hayman Road	Kent Street
Approximate Area		20.6 hectares	32.5 hectares
Applicable Region Scheme		Metropolitan Region Scheme	Metropolitan Region Scheme
Zoning		Urban	Urban
Applicable Local Planning Scheme		LPS 7	LPS 2
Zoning		Centre	Special Use (SU1 - Technology Park, Bentley)
Residential Design Code (R-Code)		RAC-0	RAC-0
Sub-Precinct		South Perth 1 (SP 1) South Perth 2 (SP 2)	Victoria Park 1 (VP 1) Victoria Park 2 (VP 2) Victoria Park 3 (VP 3)

1.2 Precinct Structure Plan Maps

Two Precinct Structure Plan Maps are contained within this PSP; one for each local government.

Plan 1A shows sub-precincts, zoning, reservations and a residential density code for the land within the Technology Park West, located within the CoSP.

Plan 1B shows sub-precincts, zoning, reservations and a residential density code for the land within the Technology Park Centre, located within the ToVP.

1.3 Precinct Structure Plan Purpose and Operation

1.3.1 Purpose

The purpose of this PSP is to establish a coordinated framework for land use, subdivision, development, built form and the public realm within the PSP area, consistent with the vision and objectives set out in **Section 2.0** of this Part.

1.3.2 Operation

The PSP is made pursuant to Schedule 2 of the LPS Regulations (Deemed Provisions). In accordance with the Deemed Provisions, the PSP will become operational upon approval by the Commission and will remain in effect for 10 years [or any other period approved by the Commission], unless extended by the Commission.

The provisions outlined in Part 1 are to be given due regard in the assessment and determination of subdivision and development applications proposed within the PSP area, in accordance with the Deemed Provisions.

Relationship to Local Planning Schemes and Policies

The PSP is to be read in conjunction with the applicable local planning scheme, as identified in **Table 2** (or any subsequent Scheme), together with the associated suite of local planning policies. In the event of any inconsistency between this PSP and the respective local planning scheme, the local planning scheme shall prevail to the extent of the inconsistency. Where the PSP is inconsistent with a local planning policy, the PSP shall prevail to the extent of any inconsistency.

Bentley Technology Precinct | Precinct Structure Plan

Relationship to Planning Codes and State Planning Policies

Where a matter is dealt with in a Planning Code or State Planning Policy, but not in the PSP, the relevant matters in the Planning Code or State Planning Policy shall apply in addition to the requirements of this PSP.

All residential development (including residential components of mixed-use development) shall be in accordance with the requirements of the *Residential Design Codes Volume 2 (R-Codes Volume 2)*, unless specifically varied in Part 1.

Acceptable Outcome provisions of the R-Codes Volume 2 that are amended or replaced by this PSP are done so in accordance with Part 1.2 of the R-Codes Volume 2 and are as follows:

- **Section 2.2** – Building Height
- **Section 2.3** – Street Setbacks
- **Section 2.4** – Side and Rear Setbacks
- **Section 3.6** – Public Domain Interface

The sub-precinct primary controls specified in **Section 3.6** and **Section 4.6** of this Part supersede the primary controls table (Table 2.1) of the R-Codes Volume 2.

1.3.3 Relationship to the Bentley-Curtin Specialised Activity Centre Plan

The BCSACP sets the long-term vision for the Bentley-Curtin Specialised Activity Centre and is intended to guide further planning and development of the various precincts, including the Technology Park West and Centre precincts.

The PSP is to be read in conjunction with the BCSACP. In the event of any inconsistency between the PSP and the BCSACP, the PSP shall prevail to the extent of any inconsistency.

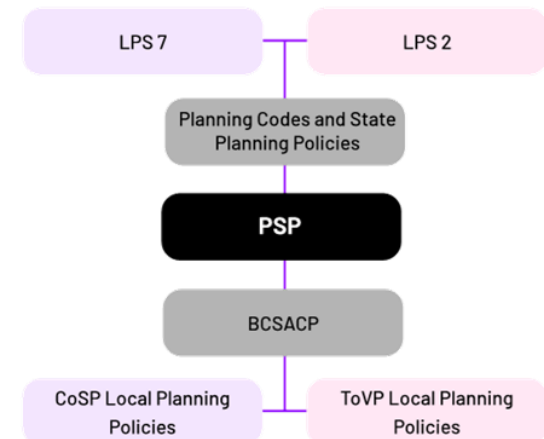


Figure 2: Planning Framework

1.4 Exercise of Discretion

The requirements of Part 1 may be varied at the discretion of the decision-maker where it considers that the proposed variation satisfies the objectives of the provision to which a variation is sought and further considers that:

- The variation is consistent with the vision and relevant objectives for the PSP area outlined in **Section 2.0**;
- The variation is generally in accordance with the intended character and scale of the sub-precinct having regard to the sub-precinct intent and objectives set out in **Section 3.0** and **Section 4.0**;
- The variation does not result in excessive impact to the public realm and movement network;
- The variation does not result in excessive impact to the amenity or development potential of adjoining properties; and
- The proposal achieves good design in accordance with SPP 7.0, having regard to the recommendation of the Local Design Review Panel and/or the State Design Review Panel.

1.5 Amendments to the PSP

As per clause 29 of the Deemed Provisions, the PSP may be amended by the Commission at the request of the local government or an owner of the land in the PSP area.

Under clause 20 of the Deemed Provisions, the local government must prepare a report on the proposed amendment and submit it to the Commission. Where required, the local government may also advertise the amendment for public comment and report on the submissions received.

Where an amendment to this PSP is required, the local government authority affected by the proposed amendment is to undertake the responsibilities outlined in the Deemed Provisions independently.

Involvement from both local government authorities is only required where a proposed amendment affects the subdivision, development or use of the land located within both local government authorities.

Table 3: Local Government Authority Relevancy

PSP Section	Local Government	
	CoSP	ToVP
Part 1 – Implementation		
Section 1.0 Operation	✓	✓
Section 2.0 Vision and Objectives	✓	✓
Section 3.0 City of South Perth Subdivision and Development Requirements inclusive of Plan 1A, Plan 2A and Plan 2B	✓	✗
Section 4.0 Town of Victoria Park Subdivision and Development Requirements inclusive of Plan 1B, Plan 2C, Plan 2D and Plan 2E	✗	✓
Part 2 – Explanation		
All	✓	✓

2.0 Vision and Objectives

2.1 Vision

All subdivision, land use and development within the PSP area will align and contribute to achieving the vision for the PSP area outlined below and the associated objectives for each design element outlined in the following sections (refer to **Section 2.2** to **Section 2.7**).

An **internationally recognised centre for science, technology and research**, where a connected community of companies, institutions, and government fosters **collaboration** and transforms bold ideas into **innovation** and **commercial success**.

The Precinct will be a **vibrant, welcoming and active destination**, designed to support working, visiting and enjoyment. It will accommodate a **rich mix of uses** that activate the area during the day and night, **attract investment** and bring people together through **high-quality public spaces** and a range of **complementary activities** that support its role as a specialised centre for science, technology and research.



Figure 3: Illustrative 3D Representation of the Concept Masterplan (Source: TBB Planning)

2.2 Urban Ecology

The urban ecology framework establishes a landscape-led approach to shaping the precinct, reinforcing its identity as a green, campus-style environment while supporting long-term environmental performance and resilience.

The objectives focus on strengthening existing ecological assets, including the retention of high-value trees and consolidation of established green links, while expanding canopy cover and embedding water sensitive urban design throughout the precinct. Together, these measures support improved microclimate, biodiversity and urban cooling outcomes.

The framework also recognises the importance of cultural landscape values, integrating Aboriginal heritage, including the Dolphin Dreaming (Kuru Kuru) Trail, into the public realm to reinforce identity and sense of place.

The key moves (refer to **Figure 4**) translates these objectives into a connected network of green links, streetscapes and public open spaces, ensuring that landscape, ecology and development are integrated and delivered progressively through subdivision and development.

These outcomes will be delivered incrementally through subdivision and development.

Objectives	
 Urban Ecology	01. Strengthen the precinct's landscape character through prioritising the retention of high-value trees where possible, increasing tree canopy cover and enhancing established green links.
	02. Enhance the ecological function and support urban cooling by consolidating existing green links, providing for additional tree planting and landscaping, utilising water-wise and climate resilient species, and embedding water sensitive urban design practices.
	03. Integrate Aboriginal cultural values, including the Dolphin Dreaming (Kuru Kuru) Trail, into the public realm and landscape through planting, materials and interpretive elements that reinforce cultural identity, recognise history and strengthen sense of place.
	04. Ensure new development integrates with the natural landscape, complements the existing tree canopy, and supports the ongoing enhancement of established green links.

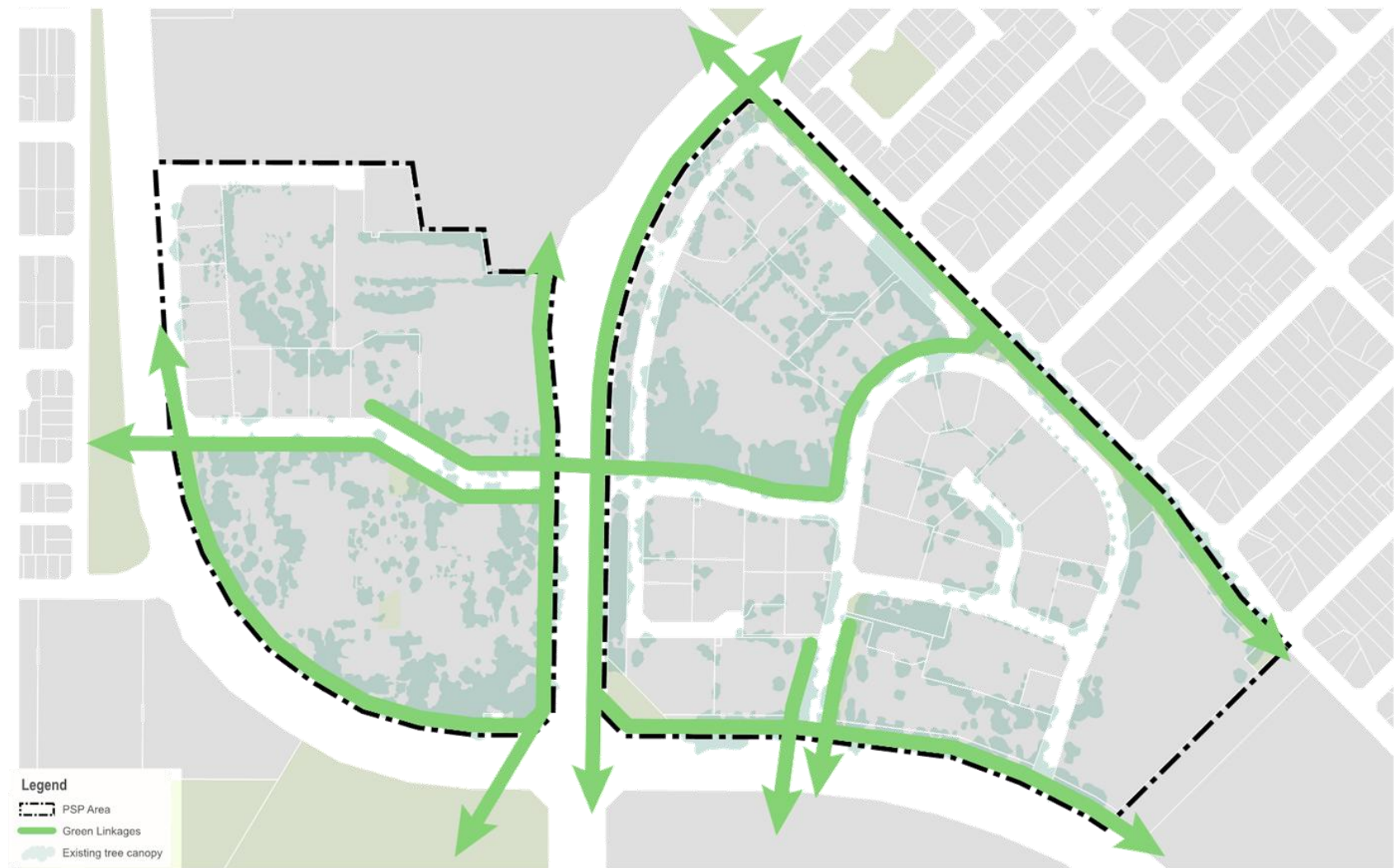


Figure 4: Urban Ecology - Key Moves

2.3 Public Realm

The public realm framework establishes a coordinated network of streets, public open spaces and landscape elements that support amenity, activity and identity across the precinct.

The objectives focus on creating high-quality, accessible and connected public spaces that support daily use, social interaction and collaboration, while reinforcing the precinct's landscape character. This includes delivering a network of public open spaces, enhancing streetscapes and integrating ecological and recreational functions.

The key moves (refer to **Figure 5**) identifies the distribution of public open spaces, streetscape improvements and key public realm connections that structure the precinct and support activation.

Implementation will occur through subdivision and development, with public realm infrastructure delivered in accordance with the Landscape Masterplan and coordinated across stakeholders.

Objectives	
 Public Realm	05. Deliver a connected network of high-quality public spaces, streets and green links that prioritise walkability, pedestrian comfort and safe, legible movement throughout the precinct, while supporting the public realm priority areas and place functions identified for each precinct.
	06. Retain and increase tree canopy and integrate climate-responsive landscaping to enhance street greening, strengthen landscape character and support urban cooling.
	07. Ensure development positively addresses streets and public spaces through active frontages, smaller-scale built form and high-quality, pedestrian-focused interface treatments.
	08. Provide active, attractive and functional 'third places' for workers, visitors and residents that integrate with the public realm, support collaboration, knowledge sharing, informal interaction and recreation and serve as clear focal points for precincts either side of Kent Street..
	09. Enhance pedestrian amenity within streets and public open spaces through shade, shelter, seating, lighting, active land uses and other human-scale design elements.

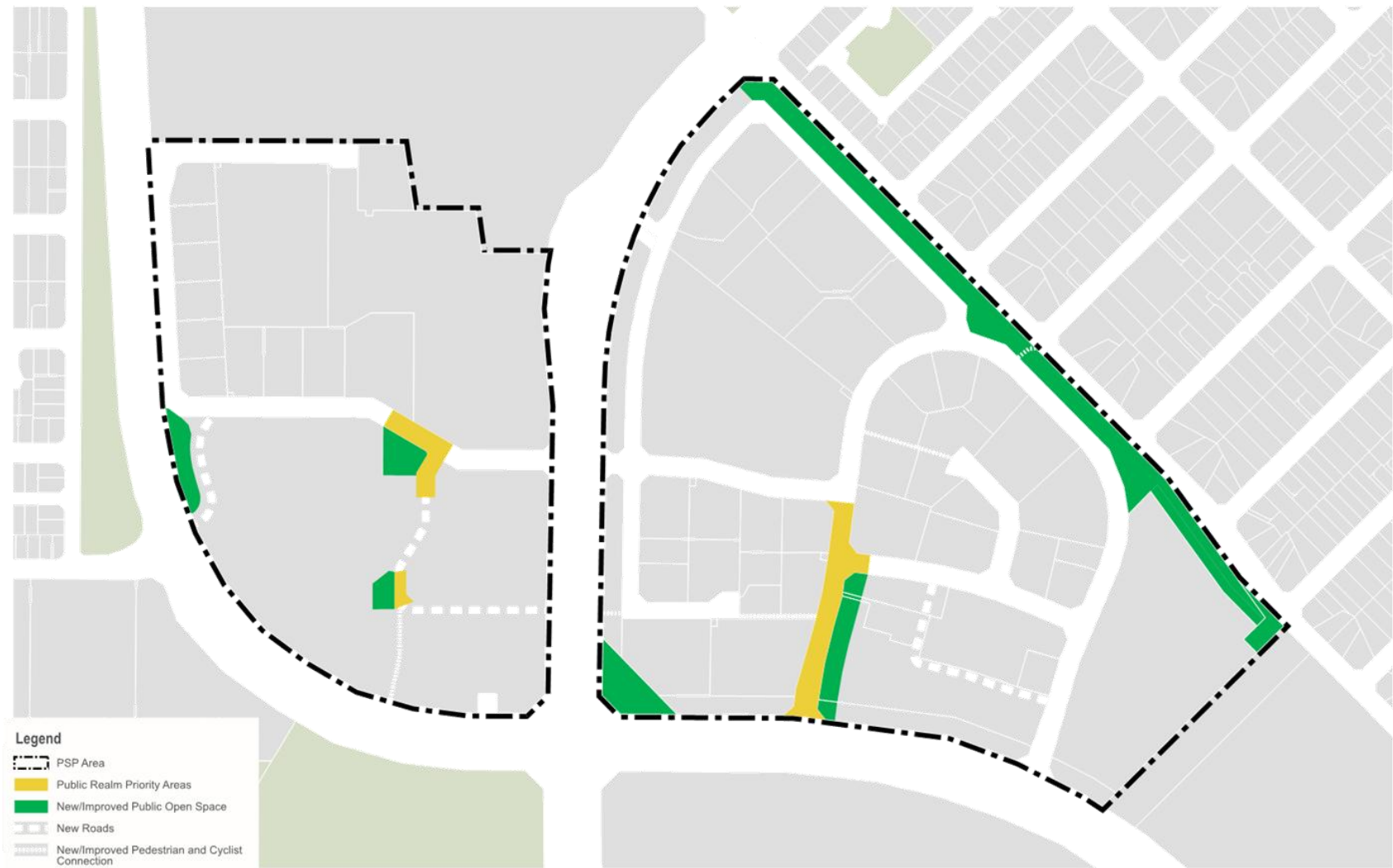


Figure 5: Public Realm - Key Moves

2.4 Urban Structure

The urban structure framework establishes a clear and legible spatial structure for the precinct, defining how streets, blocks, open spaces and development areas are organised to support long-term growth and adaptability.

The objectives focus on improving connectivity, reinforcing a hierarchy of streets and nodes, and enabling strategic intensification in locations that support economic activity and collaboration. This includes strengthening connections across key barriers and supporting a flexible pattern of development that can respond to changing industry needs.

The Key Moves Plan (refer to **Figure 6**) translates these objectives into a coordinated structure of movement corridors, activity nodes and development areas that guide how the precinct evolves over time.

Implementation will occur progressively through subdivision and development, ensuring that the emerging structure is coherent, connected and aligned with the precinct vision.

Objectives	
 Urban Structure	010. Establish a legible and adaptable urban structure that supports the evolving operational needs of research, technology and innovation activities.
	011. Strengthen functional and spatial connections between existing anchor tenants and future development to support clustering, collaboration, operational efficiency, and coordinated growth.
	012. Provide a coherent, connected and legible street and block structure that balances the need to retain large development blocks, and enables smaller-scale development.
	013. Design the urban structure to respond to topography and protect and integrate existing trees where possible, landscape corridors and significant environmental features.
	014. Deliver a connected and publicly accessible movement network of streets, green links, pedestrian and cyclist routes that support walking and cycling, improves connectivity of the sub-precincts, and enable long-term intensification.

2.5 Movement

The movement framework establishes a connected and integrated transport network that prioritises walking, cycling and public transport while supporting the operational needs of the precinct.

The objectives focus on improving internal connectivity, strengthening links to surrounding destinations including Curtin University, and supporting a shift toward more sustainable transport modes. This includes the delivery of new internal streets, improved pedestrian and cyclist connections, and integration with future public transport infrastructure.

The Key Moves Plan (refer to **Figure 6**) identifies the street network, key connections and movement corridors that support a more permeable and legible precinct.

These outcomes will be delivered incrementally through subdivision and development, supported by coordinated infrastructure planning and streetscape upgrades.

Objectives	
 Movement	015. Prioritise walking, cycling and public transport as the primary modes of movement within the precinct by delivering safe, direct and legible active and public transport connections, and providing for pedestrian-focused streetscape outcomes.
	016. Improve connections between sub-precincts and surrounding destinations, particularly the Curtin University Bentley campus.
	017. Design the movement network to intergrade with the future mid-tier transit corridor and support its operation, accessibility and success.
	018. Ensure the movement network supports the operational needs of enterprises, including service vehicle access, deliveries, emergency access and shift-based activity patterns, without undermining pedestrian and cyclist comfort or safety.
	019. Establish a connected and hierarchical street network that supports efficient movement while maintaining permeability for pedestrians and cyclists.



Figure 6: Urban Structure and Movement - Key Moves

2.6 Land Use

The land use framework reinforces the precinct's role as a specialised innovation and employment hub, supporting research, technology and knowledge-based industries.

The objectives focus on strengthening the core innovation function, supporting emerging sectors, enabling employment growth and introducing complementary uses that enhance amenity and support day-to-day activity. The framework also provides flexibility to respond to evolving industry needs while managing interfaces with surrounding areas.

The Key Moves Plan (refer to **Figure 7**) translates these objectives into a clear distribution of land uses, identifying areas for intensification, supporting uses and key activity locations.

These outcomes will be delivered through future development, with land use decisions guided by the framework and aligned with the broader precinct vision.

Objectives	
 Land Use	020. Provide for a range of land uses that reinforce the precinct's role as a specialised centre for research, development, technology and innovation-focused activities.
	021. Support a complementary mix of compatible land uses, including collaboration spaces, shared laboratories, offices, short-stay accommodation, convenience retail and services, particularly within key activity nodes and along key street interfaces, to meet daily precinct needs and promote land use diversity.
	022. Consolidate anchor tenants and their supply chain partners through co-location, clustering and shared-use infrastructure to strengthen collaboration and operational efficiency.
	023. Enable land use flexibility to accommodate changing technologies, business models and research practices over time, without undermining the precinct's primary function.
	024. Ensure land uses are located, designed and managed to minimise amenity impacts on sensitive land uses (such as short term accommodation) within and nearby the precinct.
	025. Encourage land uses and development outcomes that support the creation and activation of adjacent public open spaces and priority public realm areas, and provide active building edges that contribute to the creation of vibrant, safe and engaging public spaces.

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2.7 Built Form

The built form framework establishes the spatial and architectural outcomes that shape the identity, function and experience of the precinct.

The objectives focus on improving building interfaces with streets and public spaces, supporting increased height and scale in appropriate locations, and delivering high-quality, contemporary design that reflects the precinct's innovation focus. The framework also ensures that development responds to the landscape setting and integrates with the public realm.

The Key Moves Plan (refer to **Figure 7**) identifies where built form intensity, landmark development and interface conditions are to be applied, guiding how buildings contribute to streets, open spaces and movement corridors.

Implementation will occur through subdivision and development, with built form outcomes delivered in accordance with the framework and supporting design guidance.

Objectives	
 Built Form	026. Deliver built form that positively addresses streets and public spaces through building orientation, active and legible frontages, articulated building edges and pedestrian-focused interfaces.
	027. Ensure built form adjacent to residential areas is appropriately sited, scaled and designed to manage potential amenity impacts and provide for a respectful transition.
	028. Design built form that responds to the site's topography and integrates with the existing landscape character, including the prominence and scale of the landmark pine trees
	029. Facilitate adaptable built-form outcomes that can respond to changing operational, servicing and functional requirements of research and development enterprises and complementary land uses over time
	030. Locate and design landmark buildings and prominent feature buildings at major intersections, gateway points, and key activity areas to support precinct identity and wayfinding.

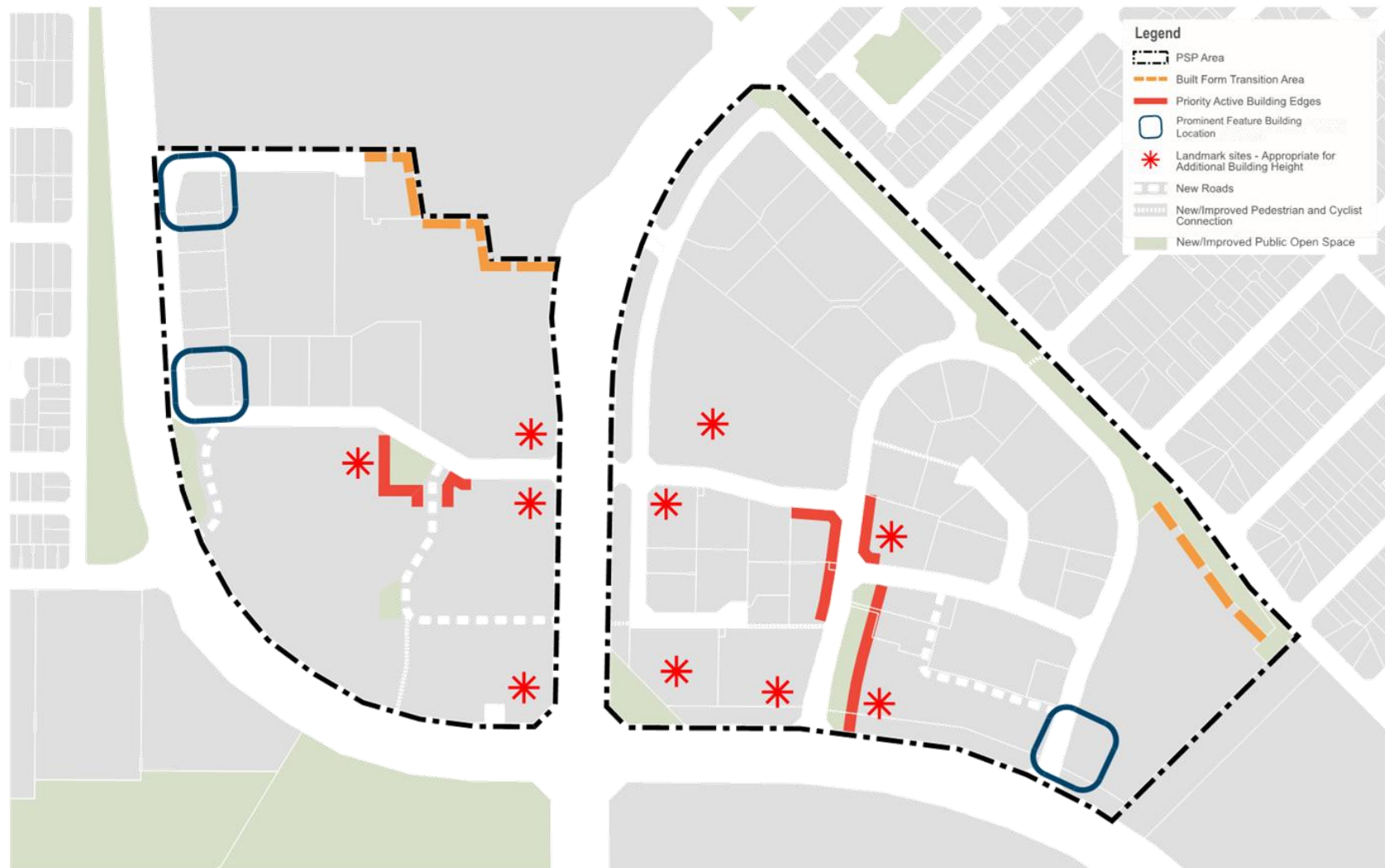
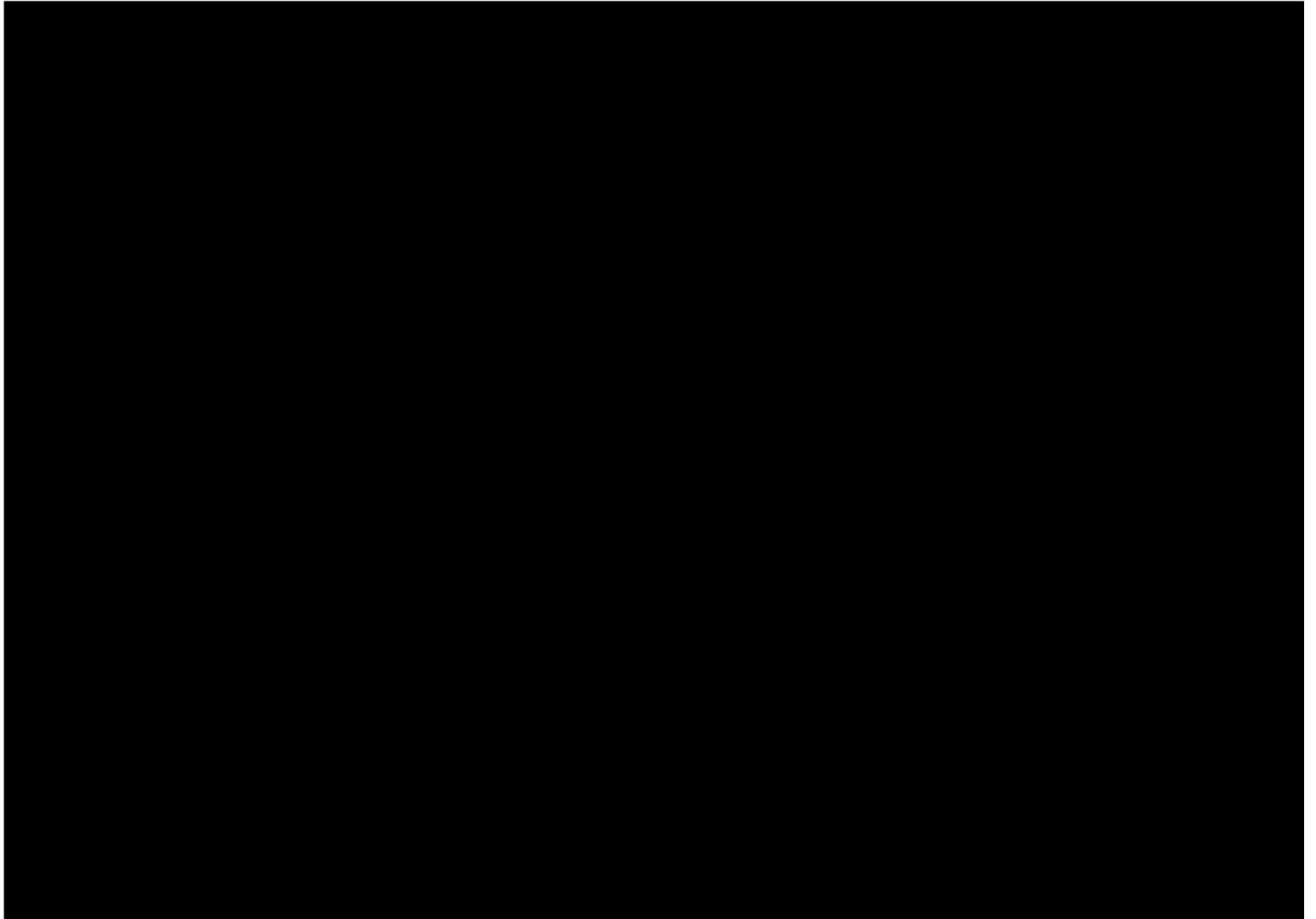


Figure 7: Land Use and Built Form - Key Moves



3.0 City of South Perth

SUBDIVISION AND DEVELOPMENT REQUIREMENTS



This section applies to the Technology Park West precinct,
located to the west of Kent Street within the CoSP.

3.0 CoSP Subdivision and Development Requirements

3.1 Definitions and Interpretations

Phrase	Definition / Interpretation
Additional Use Area	An area identified on Plan 2B for 'Additional Use' where additional complementary land uses may be supported to enhance precinct activity, amenity and the provision of 'third places' for workers and visitors consistent with the 'preferred uses' for the relevant sub-precinct.
Landmark Location	Key locations within the precinct that have a strategic role in achieving the PSP vision owing to its size, visual prominence, accessibility and suitability to accommodate a significant quantum of new development. These sites are identified on Plan 2A and Plan 2B .
New Road Connection	New Local Road reserves identified on Plan 2B as 'Road 1' and 'Road 2', which are proposed to enhance the movement network and connectivity within the PSP area.
Pedestrian and Cyclist Connection	The 'Pedestrian Connections' identified on Plan 2B , which are proposed to enhance the movement network and walkability within the PSP area.
Prominent Feature Building Location	A nominated location where buildings are to incorporate distinctive architectural elements that contribute to the identity and legibility of the precinct. These sites are identified on Plan 2A .
Research and development	Has the same meaning given to it in LPS 2, Schedule D: <i>means premises used for research and development activities for science, technology, education and research purposes inclusive of the development, production and assembly of products.</i>
Research and development premises	Means premises designed primarily for research and development purposes that may also support complementary uses.
South Perth 1 (SP1)	Sub-precincts are identified in this PSP for the purpose of setting out subdivision, development and land use requirements. Refer to Plan 1A for the sub-precinct under the responsibility of the CoSP.
South Perth 2 (SP2)	
Street Frontage Type	The 'Street Frontage Type' is designated on Plan 2A and Plan 2B , for the purpose of outlining applicable subdivision and/or development requirements. Refer to Section 3.7.4 .
Technology Park West precinct	Lands to the west of Kent Street, within the CoSP. Comprises two sub-precincts: South Perth 1 (SP1) and South Perth 2 (SP2).
Transition Area	An area identified on Plan 2A where development is to respond to the interface with existing and future residential areas through the management of building height, massing and setbacks, to reduce perceived and visual scale and maintain an appropriate amenity transition.

3.2 Zones and Reserves

The zones and reserves applicable shall be determined in accordance with the *City of South Perth Local Planning Scheme No. 7 (LPS 7)* and the distribution of zones and reserves outlined on **Plan 1A**.

3.3 Residential Density Coding

In accordance with the LPS 7, an RAC-0 density code applies.

This density coding is intended to replace the applicable provisions of *State Planning Policy 7.3 – Residential Design Codes* (as amended) with those specified in **Table 4** or **Table 5**.

3.4 Subdivision Requirements

1. When considering an application for subdivision/amalgamation, due regard shall be given to:
 - a) The vision and objectives for the PSP area outlined in **Section 2.0**.
 - b) The intent and objectives of the sub-precinct set out in **Section 3.6**.
 - c) The intended function of the land and the activities to be carried out on it,
 - d) The ability to achieve the envisioned sub-precinct character and scale of development set out in **Section 3.6**.
 - e) The ability to provide the roads, public open space and/or pedestrian and cyclist connections, and
 - f) The impact on the fragmentation of land and the creation of irregular lot shapes.
2. Green title and/or survey strata subdivision is generally not supported where it contributes to:
 - a) The fragmentation and excessive loss of large landholdings, having regard to the need to maintain lots capable of accommodating large-scale operations while allowing for smaller-scale establishments where appropriate,
 - b) The creation of irregular lot shapes, and/or
 - c) The excessive restriction or prevention of the ability to provide for a road, public open space, and/or pedestrian and cyclist connections.
3. Subdivision/amalgamation may be appropriate in the following circumstances:
 - a) To amalgamate lots into a larger development site to provide for developments which require larger land parcels, without compromising the vision and objectives of the PSP outlined in **Section 2.0**,
 - b) To subdivide a lot to provide for smaller-scale operations that are in accordance with the vision and objectives of the PSP outlined in **Section 2.0**,
 - c) To allow for the provision of roads, public open space, drainage, and/or pedestrian connections,
 - d) Where required as a condition of Development Approval, and/or
 - e) Where the subdivision relates to a development that has been approved and substantially commenced.

3.4.1 Road Reserves

At the time of subdivision and/or development (whichever comes first), the land reserved for a 'Local Road' as identified on **Plan 1A** is to be:

- a) Set aside for that purpose and ceded to the relevant local government free of charge, and
- b) Designed, constructed and funded by the proponent, to the satisfaction of the local government and generally in accordance with the requirements of this PSP as outlined in **Section 3.7.7**.

3.4.2 Public Open Space Reserves

At the time of subdivision and/or development (whichever comes first), the land reserved for 'Public Open Space' or 'Public Open Space (Drainage)' as identified on **Plan 1A** is to be:

- a) Set aside for that purpose and ceded to the relevant local government free of charge, and
- b) Designed, constructed and funded by the proponent, to the satisfaction of the local government and generally in accordance with the requirements of this PSP as outlined in **Section 3.7.8**.

3.4.3 Pedestrian and Cyclist Connections

At the time of subdivision and/or development (whichever comes first), land identified for a 'Pedestrian and Cyclist Connection' in **Plan 2B** is to be:

- a) Set aside for that purpose and ceded to the relevant local government free of charge, and
- b) Designed, constructed and funded by the proponent, to the satisfaction of the local government and generally in accordance with the requirements of this PSP as outlined in **Section 3.7.9**.

3.4.4 Notifications on Title

Lots within the precinct that are to contain noise-sensitive development, such as short-term accommodation, may be exposed to higher levels of noise and/or vibration generated by research and development activities.

Noise-sensitive development shall incorporate a notification on the relevant certificate(s) of title, pursuant to Section 70A of the *Transfer of Land Act 1893*, advising of potential noise and/or vibration impacts, with notice of this notification to be included on the diagram or plan of survey. The required wording of the notification is to be specified as a condition of development approval.

3.5 Land Use

Land use permissibility shall be determined in accordance with LPS 7 and with regard to:

1. The vision and objectives of the PSP area (refer to **Section 2.0**),
2. The relevant sub-precinct intent and objectives (refer to **Section 3.6**), and
3. The preferred land uses identified for the relevant sub-precinct (refer to **Section 3.6**).

3.6 Sub-Precinct Primary Controls

Bentley Technology West comprises two sub-precincts as identified on **Plan 1A**. Each sub-precinct is unique in its existing attributes and the future character envisioned.

The following sections set out the primary controls that apply to all proposed development within the relevant sub-precinct and should be read in conjunction with **Section 3.7**.

3.6.1 South Perth 1 Sub-Precinct (SP1 - Plan 2A)

Intent

The vision for SP1 is that it will evolve as a major hub for large-scale research and development, data and technology operations, education and knowledge exchange, and manufacturing activities within secure, operationally focused landholdings. Complementary, compatible and smaller-scale businesses will cluster along the street frontages, supporting and diversifying the Precinct's core operations. Enhanced landscaping along the street will strengthen the Precinct's character and amenity, reinforce and expand the existing tree network and deliver cohesive, high-quality public realm.

Objectives

Land Use and Economic Function:

1. Enable new development that supports a broad spectrum of research and development activities, together with complementary and compatible land uses that provide amenity for workers, visitors and residents, and support the precinct's operations and functions.

Built Form and Urban Design:

2. Position large-format buildings and associated infrastructure so that their bulk and operational elements are screened from view from the street, or are softened by smaller-scale, active land uses along the street frontage.
3. Ensure an appropriate transition in scale to the Department of Primary Industries and Regional Development redevelopment area to the north through a greater building setback..
4. Achieve high-quality, design-led built form, setting a benchmark for innovation, architectural quality and contemporary workplace environments.
5. Encourage business activity along Dick Perry Avenue through high-quality built form that presents positively to the street.
6. Reinforce the intersection of Dick Perry Avenue and Kent Street as a key entry into the precinct through high-quality landmark building(s) that establish a clear and identifiable gateway presence.
7. Facilitate prominent feature buildings at key locations identified on **Plan 2A**, that provide architectural distinction, support wayfinding and contribute to the identity of the precinct.
8. Ensure the built form of development responds to and achieves the intent of the Street Frontage Type(s) identified on **Plan 2A**, contributing to a cohesive and high-quality streetscape.

Public Realm and Landscape:

9. Retain and reinforce the precinct's landscape character, while enabling innovative land uses and development opportunities.
10. Retain and enhance the landscape character along Kent Street and Dick Perry Avenue.

Movement, Access and Infrastructure:

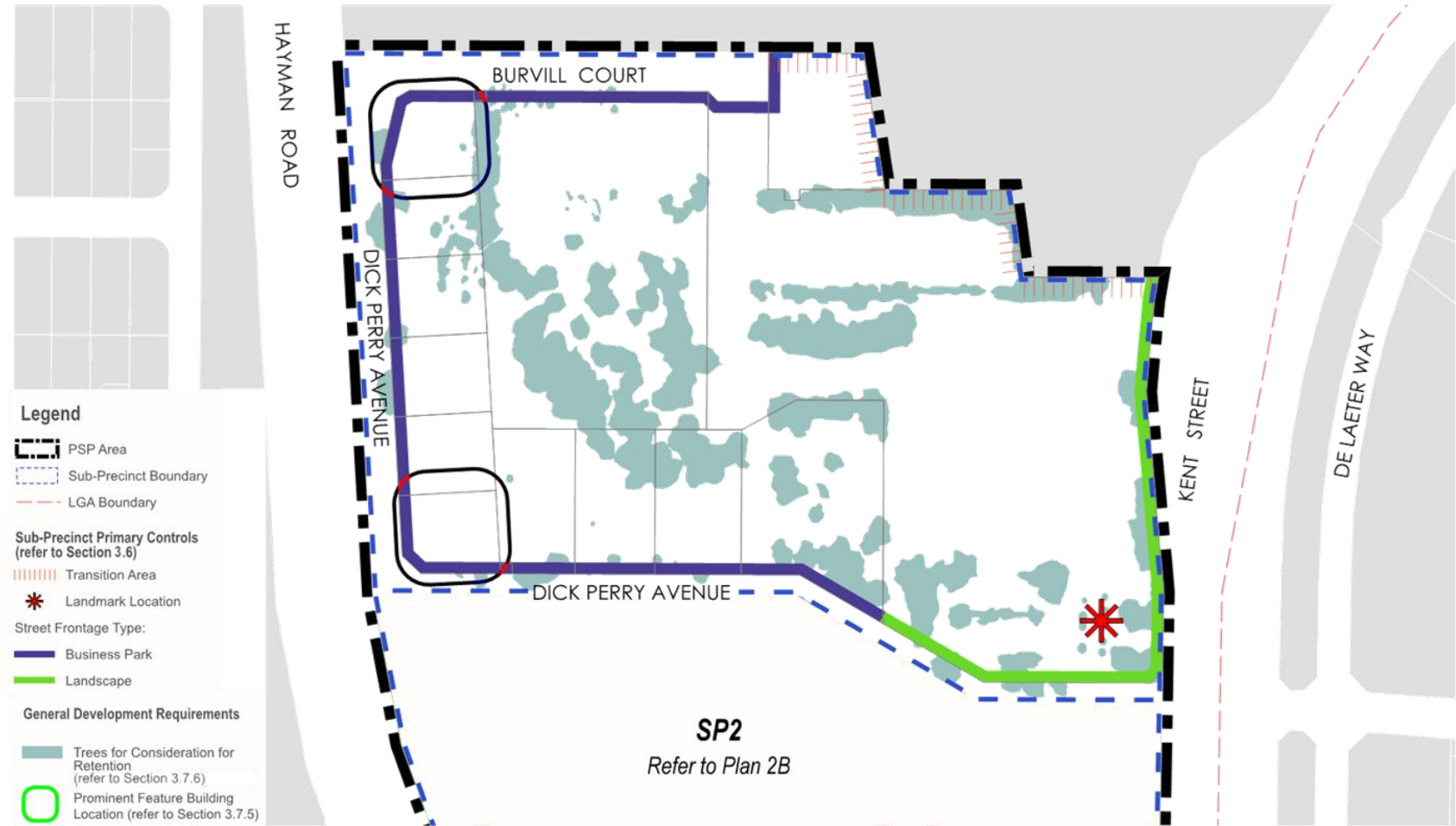
11. Provide for development that supports the future delivery of mid-tier transit along Kent Street and enhances accessibility and connectivity to this public transport corridor.

Preferred Land Uses

The following land uses are preferred within the sub-precinct:

- Educational establishment
- Industry
- Industry-Light
- Industry-Service
- Office
- Research and Development
- Warehouse-Storage

Plan 2A – SP1 Sub-Precinct Plan



Sub-Precinct Primary Controls

The sub-precinct primary controls are outlined in **Table 4** and should be read in conjunction with **Plan 2A**.

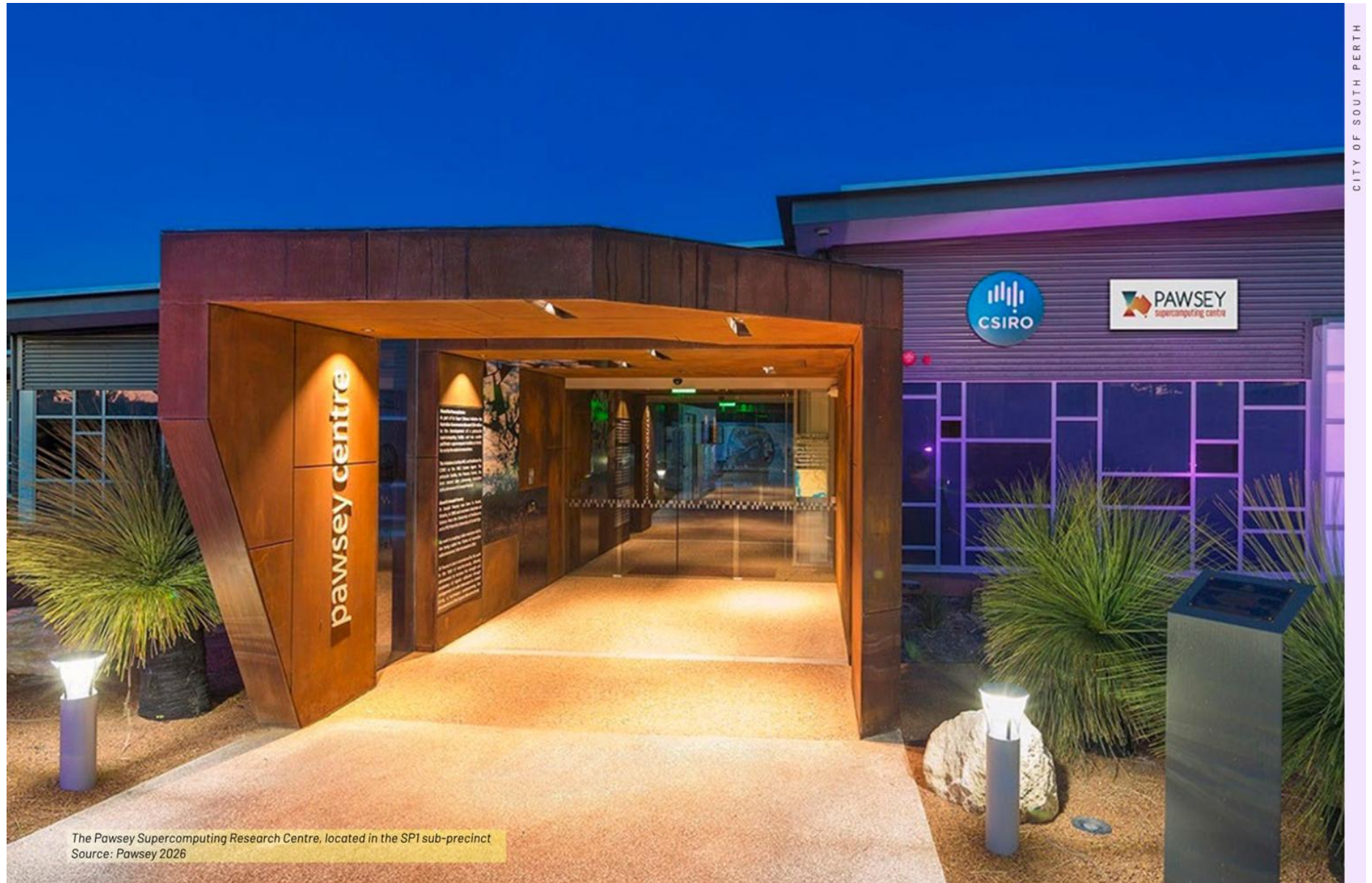
Table 4: SP1 Sub-Precinct Primary Controls

Element	Street Frontage Type (refer to Plan 2A and Section 3.7.4)	
	Business Park	Landscape
Building Height		
Maximum Building Height	28m / 6 storeys	
Maximum Landmark Location Building Height ¹	52m / 12 storeys, where a 'Landmark Location' is identified on Plan 2A , otherwise N/A	
Street Setback ²		
Minimum Street Setback	6m	15m
Maximum Street Setback	25m	25m
Side and Rear Boundary Setbacks ³		
Minimum Side and Rear Boundary Setback	3m, unless identified in a 'Transition Area' on Plan 2A .	
Minimum Side and Rear Boundary Setback – Transition Area ⁴	6m, where a 'Transition Area' is identified on Plan 2A .	

Notes:

1. Sites identified as containing a 'Landmark Location' on **Plan 2A**, are eligible for additional building height where criteria are met (refer to **Section 3.7.5**).
2. To be measured from the street boundary.
3. To be measured from the lot boundary.
4. Where identified in a 'Transition Area' on **Plan 2A**, greater building setbacks are required to provide for a transition in development height, bulk and scale from the Department of Primary Industries and Regional Development redevelopment area to the north.
5. Street setback area means the area between the street boundary and the building.
6. Access from Hayman Road and Kent Street is not preferred.

Element	Street Frontage Type (refer to Plan 2A and Section 3.7.4)	
	Business Park	Landscape
Street Frontage, Access and Parking		
Minimum Clear Glazing	25% of building frontage along the street at ground level	25% of building frontage along the street at ground level
Minimum Built Frontage	N/A	N/A
Minimum Awning	N/A	N/A
Minimum Landscaping	Along 100% of the lot boundary fronting the street, excluding driveways Landscaping strip width: 3m	Along 100% of the lot boundary fronting the street, excluding driveways Landscaping strip width: 15m
Direct Vehicle Access	Permitted	Permitted ⁶
Parking within the Street Setback Area ⁵	Permitted	Not permitted



The Pawsey Supercomputing Research Centre, located in the SP1 sub-precinct
Source: Pawsey 2026

3.6.2 South Perth 2 Sub-Precinct (SP2 - Plan 2B)

Intent

The vision for SP2 is that it will evolve to combine larger-scale research and development operations with smaller-scale, complementary enterprises that support the precinct's core innovation functions. It will accommodate a range of uses which will support the creation of a 'third place' for the precinct. The 'third place' will function as a destination for workers, visitors and residents to come together, collaborate, and socialise outside of home and work, facilitated by a diverse range of hospitality and small-scale retail uses, high-quality public spaces and amenities, and short-term accommodation. Enhanced connections across Hayman Drive to the Curtin University campus will anchor the sub-precinct's role as a key place for people and ideas to intersect.

Objectives

Land Use and Economic Function:

1. Enable new development that supports a broad spectrum of research and development activities, together with complementary and compatible land uses that provide amenity for workers, visitors and residents, and support the precinct's operations and functions.
2. Within the 'Additional Use' area on **Plan 2B**, provide for land uses and development that support the establish a vibrant, centralised hub for workers, visitors and residents, promoting collaboration, knowledge sharing and high-quality amenity.

Built Form and Urban Design:

3. Position large-format buildings and associated infrastructure so that their bulk and operational elements are screened from view from the street, or are softened by smaller-scale, active land uses along the street frontage.
4. Achieve high-quality, design-led built form, setting a benchmark for innovation, architectural quality and contemporary workplace environments.
5. Encourage business activity along Dick Perry Avenue through high-quality built form that presents positively to the street.
6. Reinforce the intersection of Dick Perry Avenue and Kent Street, and Hayman Road and Kent Street as key entries into the Precinct through the development of landmark building(s) that establish a clear and identifiable gateway presence.
7. Ensure the built form of development responds to and achieves the intent of the Street Frontage Type(s) identified on **Plan 2B**, contributing to a cohesive and high-quality streetscape.

Public Realm and Landscape:

8. Retain and reinforce the precinct's landscape character, while enabling innovative land uses and development opportunities.
9. Retain and enhance landscaped character along all boundaries of the sub-precinct.
10. Provide public open spaces that function as welcoming "third places" for social interaction, collaboration, relaxation, recreation and community life.

Movement, Access and Infrastructure

11. Ensure the siting and arrangement of development facilitates the delivery of pedestrian and cyclist connections and new roads.
12. Provide pedestrian and cyclist connections and new roads that enhance permeability, connectivity and access to Hayman Road, Dick Perry Avenue and Kent Street, and strengthen links to key destinations, including Curtin University and the VP2 sub-precinct.
13. Provide for development that supports the future delivery of mid-tier transit along Kent Street and enhances accessibility and connectivity to this public transport corridor.

Preferred Land Uses

The following land uses are preferred within the sub-precinct.

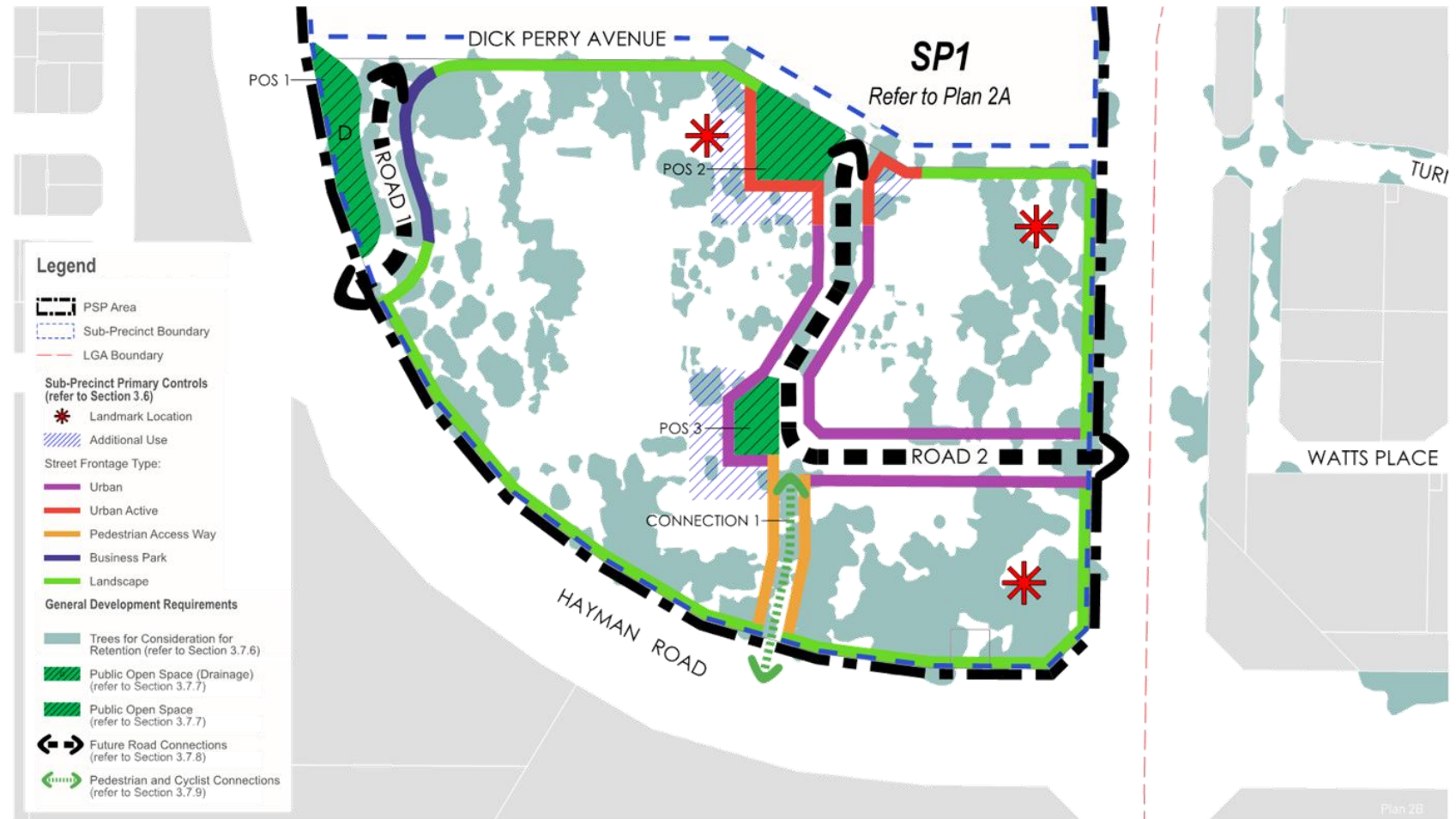
Across the sub-precinct:

- Education Establishment
- Industry
- Industry-Light
- Industry-Service
- Office
- Research and Development
- Warehouse-Storage

Within the 'Additional Use' area identified on **Plan 2B**:

- Child care premises
- Convenience store
- Hotel
- Reception Centre
- Residential Building
- Restaurant / café
- Shop
- Small Bar
- Tourist and visitor accommodation

Plan 2B – SP2 Sub-Precinct Plan



Sub-Precinct Primary Controls

The sub-precinct primary controls are outlined in **Table 5** and should be read in conjunction with **Plan 2B**.

Table 5: SP2 Sub-Precinct Primary Controls

Element	Street Frontage Type (refer to Plan 2B and Section 3.7.4)				
	Urban	Urban Active	Public Access Way	Business Park	Landscape
Building Height					
Maximum Building Height	28m / 6 storeys				
Maximum Landmark Location Building Height ¹	52m / 12 storeys, where a 'Landmark Location' is identified on Plan 2B , otherwise N/A				
Street Setback ²					
Minimum Street Setback	Nil	Nil	Nil	6m	15m
Maximum Street Setback	3m	2m	6m	25m	25m
Side and Rear Setback ³					
Minimum Side and Rear Boundary Setback	3m				
Street Frontage, Access and Parking					
Minimum Clear Glazing	50% of the building frontage along the street at ground level	80% of the building frontage along the street at ground level	25% of the building frontage along the street at ground level	25% of the building frontage along the street at ground level	25% of the building frontage along the street at ground level

Notes:

1. Sites identified as containing a 'Landmark Location' on **Plan 2B**, are eligible for additional building height where criteria are met (refer to **Section 3.7.5**).
2. To be measured from the street boundary.
3. To be measured from the lot boundary.
4. A proponent should demonstrate that no alternative access exists

Element	Street Frontage Type (refer to Plan 2B and Section 3.7.4)				
	Urban	Urban Active	Public Access Way	Business Park	Landscape
Minimum Built Frontage	70% of the lot boundary fronting the street, at ground level	80% of the lot boundary fronting the street, at ground level	50% of the lot boundary fronting the street, at ground level	N/A	N/A
Minimum Awning	Along 70% of the building frontage Awning height: 3m Awning width: 2m	Along 80% of the building frontage Awning height: 3m Awning width: 2m	N/A	N/A	N/A
Minimum Landscaping	N/A	N/A	N/A	Along 100% of the lot boundary fronting the street, excluding driveways Landscaping strip width: 3m	Along 100% of the lot boundary fronting the street, excluding driveways Landscaping strip width: 15m
Direct Vehicle Access	Permitted, but not preferred ⁴	Not permitted ⁵	Not permitted	Permitted	Permitted ⁷
Parking within the Street Setback Area ⁶	Not permitted	Not permitted	Not permitted	Permitted	Not permitted

5. Direct vehicle access from this frontage is not permitted unless vehicle access cannot be provided from another frontage.
6. Street setback area means the area between the street boundary and the building.
7. Access from Hayman Road and Kent Street is not preferred.



Bentley Technology Precinct | [Precinct Structure Plan](#)

3.7 General Development Requirements

All proposed development within the CoSP (Technology Park West precinct) must comply with the requirements of this section, which should be read in conjunction with the specific sub-precinct development parameters set out in **Section 3.6**.

3.7.1 Building Height

Element Objectives	Acceptable Outcomes
1. The height of development responds to the desired future scale and character, and economic growth ambitions.	1. Maximum Building Height The total height of a development should not exceed the 'Maximum Building Height' specified in Section 3.6 , unless the development site is designated a 'Landmark Location' on Plan 2A or Plan 2B .
2. The height of buildings within a development responds to changes in topography.	
3. The height of buildings within a development recognises and responds to the existing landscape characteristics, including the scale of the existing tree network.	2. Maximum Landmark Location Building Height Development within an area identified as a 'Landmark Location' on Plan 2A or Plan 2B , should not exceed the 'Maximum Landmark Location Building Height' specified in Section 3.6 .
4. The height of development recognises the need for daylight and solar access to adjoining and nearby public open spaces and streets.	
5. The height of development responds to the former Department of Agriculture redevelopment area to the north by providing a transition in scale along the northern interface.	3. Minimum Floor-to-Ceiling Height Building heights shall reflect the minimum ceiling heights specified below: • Ground floor: 5m • Podium floor/s: 4m • Other floor/s: 3m Development may exceed these specified heights where operational requirements necessitate greater floor-to-ceiling height.
6. The height of buildings within 'Landmark Locations' will support the establishment of landmarks at key locations and clearly defined entry points into the Precinct.	
7. Building heights are tailored to the large format structure of facilities responding to their non-traditional floor-to-ceiling heights.	

3.7.2 Street Setbacks

Element Objectives	Acceptable Outcomes
1. New development contributes to the desired street character, with buildings appropriately addressing the street and/or providing landscaping or publicly accessible space within street setback areas.	1. Minimum Street Setback Buildings should be set back from the street boundary to the 'Minimum Street Setback' distance specified in Section 3.6 .
2. Where permitted, tall development is suitably set back from the street to mitigate perceived bulk through restrained tower footprints.	2. Maximum Street Setback Building setbacks should not exceed the 'Maximum Street Setback' specified in Section 3.6 .
3. Buildings are sufficiently setback from the street to enable the retention of existing mature trees and support enhanced street tree planting.	
4. Efficient and coherent built form is encouraged, with multiple or excessive stepped setbacks discouraged.	
5. The setback of the development enables passive surveillance and outlook to the street.	

3.7.3 Side and Rear Setbacks

Element Objectives	Acceptable Outcomes
- Building boundary setbacks provide for adequate separation between neighbouring properties. - Building side boundary setbacks provide for the desired street character. - Building setbacks from side and rear boundaries respond to the safety, security, privacy and operational requirements of the development and adjoining properties. - The setback of development from side and rear boundaries enables the retention of existing trees and provision of deep soil areas that reinforce the landscape character of the area, support tree canopy and assist with stormwater management. - Within SPI, development setbacks from side and rear boundaries respond to the need to provide for a transition in building scale to the Department of Primary Industries and Regional Development redevelopment area to the north.	1. Minimum Side and Rear Boundary Setback Buildings should be set back from the side and rear lot boundaries to the 'Minimum Side and Rear Lot Boundary Setback' distance specified in Section 3.6, unless identified in a 'Transition Area' on Plan 2A. 2. Minimum Side and Rear Boundary Setback – Transition Area Where identified in a 'Transition Area' on Plan 2A, buildings should be set back from the side and rear lot boundaries to the 'Minimum Side and Rear Boundary Setback – Transition Area' distance specified in Section 3.6.

3.7.4 Street Frontage Design, Access and Parking

Element Objectives	Acceptable Outcomes
- Development positively enhances street appearance, activity, landscaping, pedestrian safety and comfort, and achieves good design to all public frontages. - Adequate parking, access, servicing infrastructure, and loading/unloading areas are provided to support operations without impinging on pedestrian comfort or design quality. - Street-facing development and landscape design retain and enhance the amenity and safety of the adjoining public domain, including the provision of shade. - Easy to identify and safe entries to buildings are provided, which connect to and address the public domain with an attractive street presence.	1. Street Frontage Design Plan 2A or Plan 2B designates 'Street Frontage Types'. Development must adhere to the intent of the applicable 'Street Frontage Type' and the design requirements specified in Section 3.7.4.1 to Section 3.7.4.5. 2. Parking, Loading/Unloading Areas and Servicing Infrastructure At-grade and above-ground car parking areas and operational areas should be located, sleeved or screened to minimise visual prominence and maintain a high-quality streetscape interface.

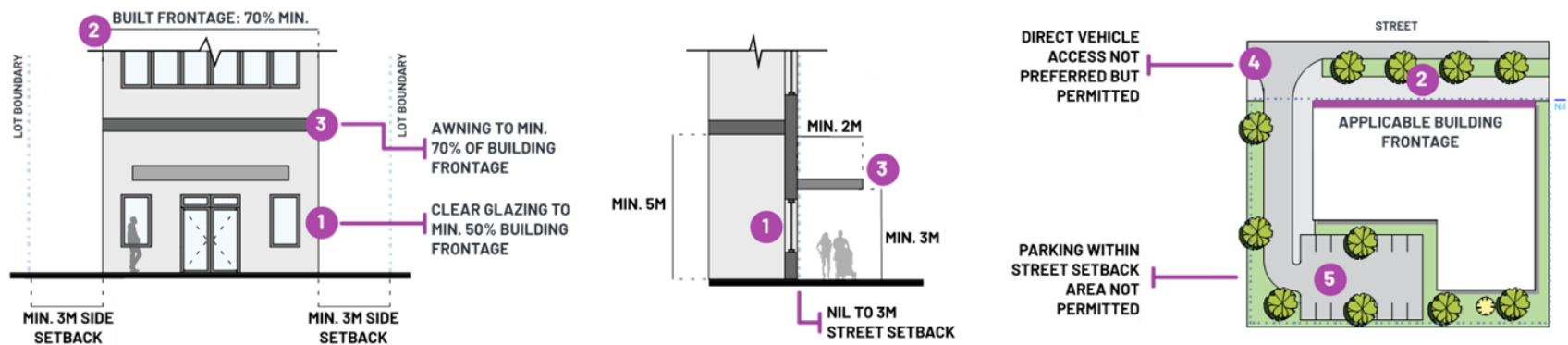
3.7.4.1 Urban Street Frontage Type

Intent

Urban Street Frontages consist of active building edges that create enclosure and contribute surveillance and business activity to adjoining streets. Buildings should frame the street and provide some level of weather protection for people in the adjoining public realm, to promote walkability to key destinations. Enhanced entrances and lobbies are encouraged to present to the street, with a high level of glazing such that business activity is visible from the public realm. Building services should be located discreetly. The preference is for access points to car parking spaces (either behind the building or within the building) to be located on secondary street frontages, where no other option exists and they are carefully placed to maximise a continuous building line for the balance of the frontage.

Development Requirements

Materials	Development is to utilise attractive, durable and low-maintenance materials that positively reinforce the intended street frontage character.
1 Clear Glazing	Buildings should be designed to incorporate the 'Minimum Clear Glazing' requirements specified in Section 3.6 .
2 Built Frontage	Buildings should be designed to incorporate the 'Minimum Built Frontage' requirements specified in Section 3.6 .
3 Awning	Buildings should be designed to incorporate awning structures in accordance with the 'Minimum Awning' requirements specified in Section 3.6 .
4 Direct Vehicle Access	Vehicle access should be located to achieve the 'Direct Vehicle Access' requirements specified in Section 3.6 .
5 Parking within the Street Setback Area	Parking areas should be located and designed to achieve the 'Parking within the Street Setback Area' requirements specified in Section 4.6 .



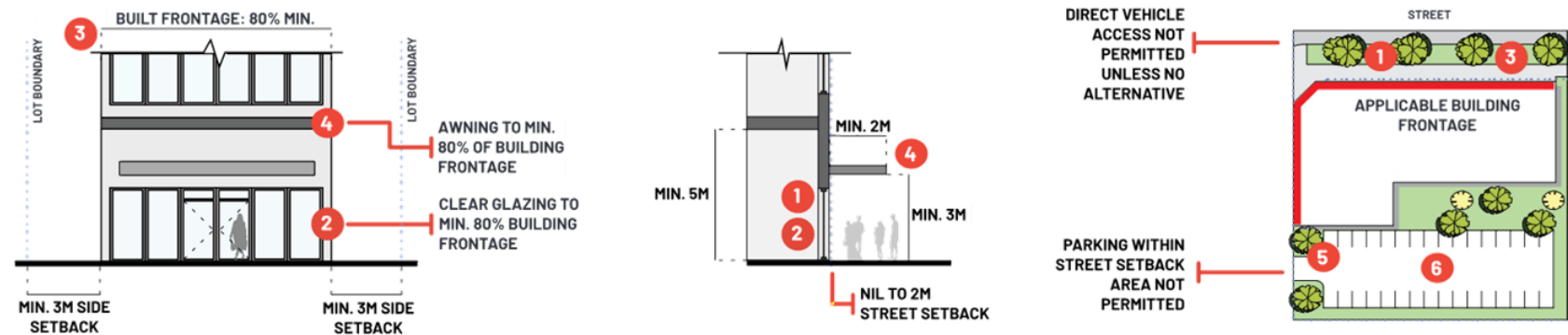
3.7.4.2 Urban Active Street Frontage Type

Intent

Urban Active Street Frontages should provide for potential trading areas and external facing business activity to interact with and support key public realm focus areas. Buildings should frame the street and provide weather protection for people in the adjoining public realm, to promote walkability to key destinations and activation of public spaces. The preference is for ground levels to contain higher activity entertainment and retail land uses that contribute to vitality. Enhanced entrances and lobbies may present to the street, but with a high level of glazing such that business activity is visible from the public realm. Building services should not be visible from the street or public realm. The preference is for access points to car parking spaces (either behind the building or within the building) to be located on secondary street frontages.

Development Requirements

Materials	Development is to utilise attractive, durable and low-maintenance materials that positively reinforce the intended street frontage character.
1 Land Use	Development should incorporate 'Additional Uses' identified in Section 3.6 , particularly at ground level.
2 Clear Glazing	Buildings should be designed to incorporate the 'Minimum Clear Glazing' requirements specified in Section 3.6 .
3 Built Frontage	Buildings should be designed to incorporate the 'Minimum Built Frontage' requirements specified in Section 3.6 .
4 Awning	Buildings should be designed to incorporate awning structures in accordance with the 'Minimum Awning' requirements specified in Section 3.6 .
5 Direct Vehicle Access	Vehicle access should be located to achieve the 'Direct Vehicle Access' requirements specified in Section 3.6 .
6 Parking within the Street Setback Area	Parking areas should be located to achieve the 'Parking within the Street Setback Area' requirements specified in Section 3.6 .



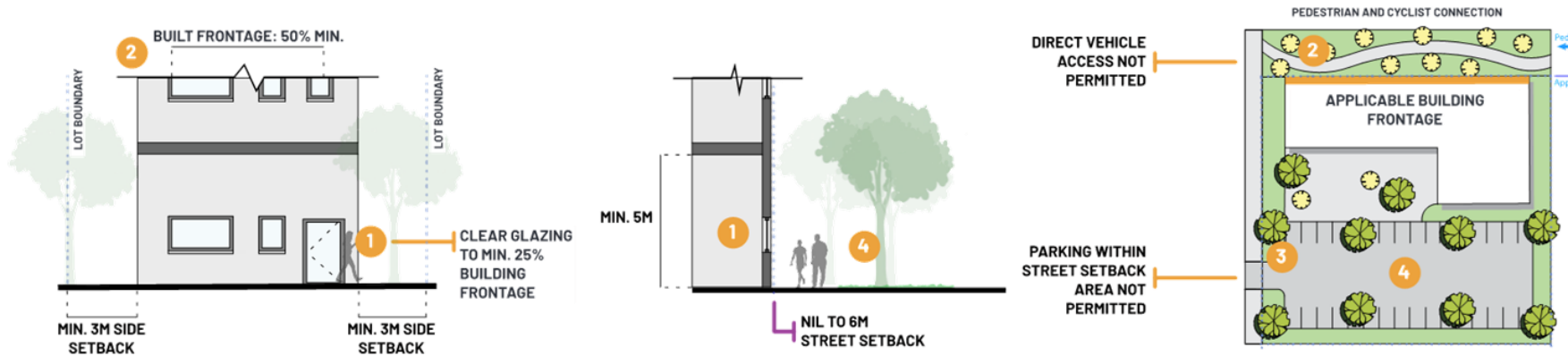
3.7.4.3 Public Access Way Street Frontage Type

Intent

Public Access Way Street Frontages consist of building edges that create enclosure and provide for passive surveillance to the adjoining public access way. Building entrances may be located on these frontages, but are not mandatory. Blank walls should be avoided. Lighting incorporated into building facades is encouraged, to increase safety and legibility of public access ways. Buildings may be setback from the frontage boundary, where it can be demonstrated that there is an improvement to public safety and amenity outcomes.

Development Requirements

Materials	Development is to utilise attractive, durable and low-maintenance materials that positively reinforce the intended street frontage character.
1 Clear Glazing	Buildings should be designed to incorporate the 'Minimum Clear Glazing' requirements specified in Section 3.6 .
2 Built Frontage	Buildings should be designed to incorporate the 'Minimum Built Frontage' requirements specified in Section 3.6 .
3 Direct Vehicle Access	Vehicle access should be located to achieve the 'Direct Vehicle Access' requirements specified in Section 3.6 .
4 Parking within the Street Setback Area	Parking areas should be located to achieve the 'Parking within the Street Setback Area' requirements specified in Section 3.6 .



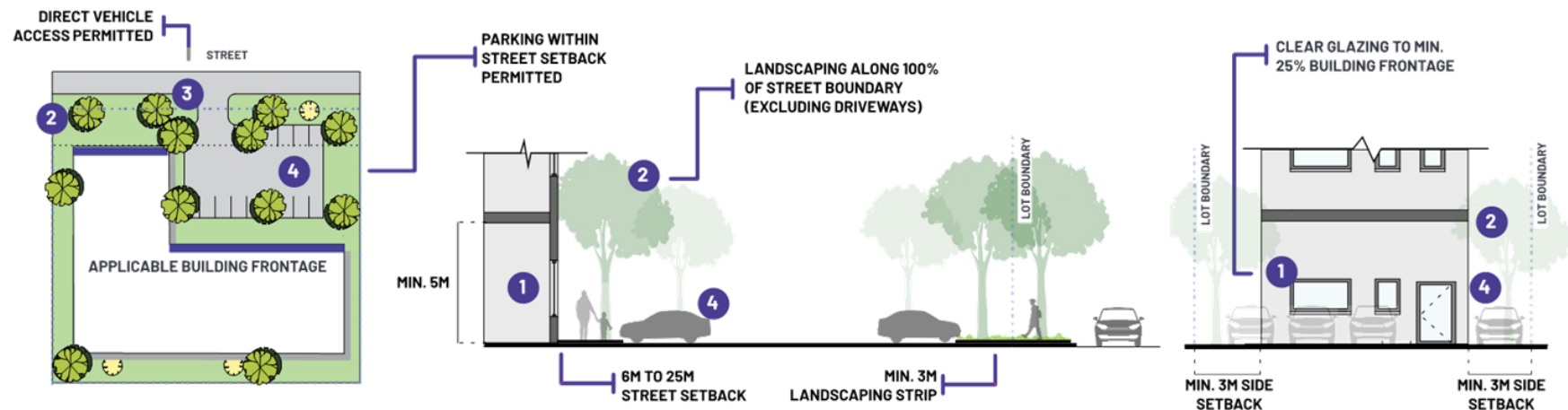
3.7.4.4 Business Park Street Frontage Type

Intent

Business Park Frontages are the predominate frontage type, where buildings are encouraged to be sited within a park-like appearance with curtilage for car parking and high quality landscaping. Car parking may be provided within the front setback, so long as clear and direct path to the building entrance is accessible from the street, and the car parking area is complemented with high quality landscaping. Buildings should provide surveillance toward the street, and blank walls beyond car parking areas are discouraged.

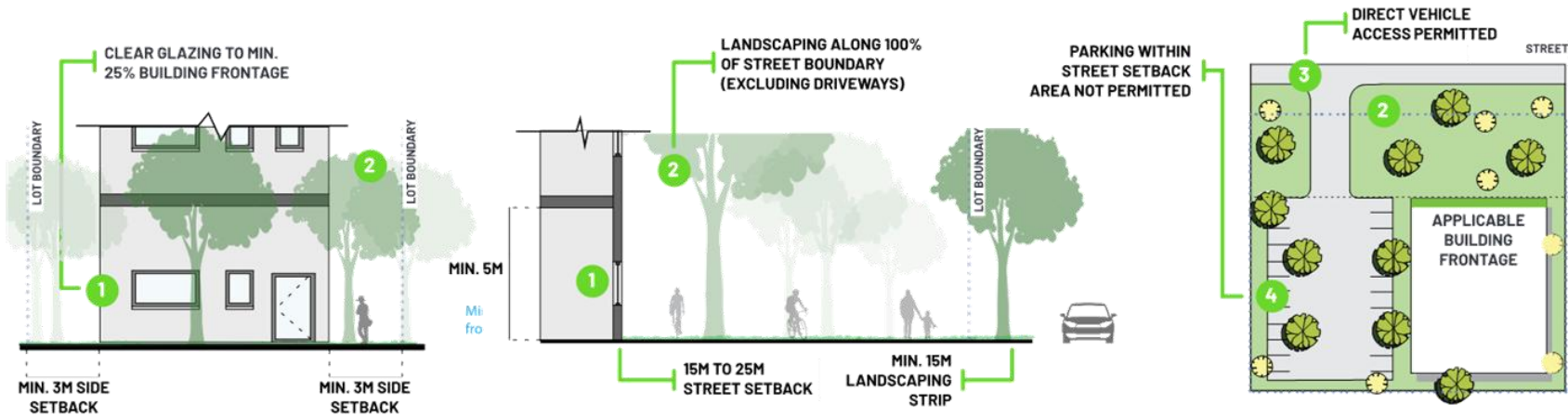
Development Requirements

Materials	Development is to utilise attractive, durable and low-maintenance materials that positively reinforce the intended street frontage character.
1 Clear Glazing	Buildings should be designed to incorporate the 'Minimum Clear Glazing' requirements specified in Section 3.6 .
2 Landscaping	Street frontages should be designed to incorporate the 'Minimum Landscaping' requirements specified in Section 3.6 .
3 Direct Vehicle Access	Vehicle access should be located to achieve the 'Direct Vehicle Access' requirements specified in Section 3.6 .
4 Parking within the Street Setback Area	Parking areas should be located to achieve the 'Parking within the Street Setback Area' requirements specified in Section 3.6 .



3.7.4.5 Landscape Street Frontage Type

Intent	
Landscape Street Frontages are generally located in areas with large mature pine or gum trees worthy of retention, and in areas that contribute to broader local and district green (ecological) linkages. Landscape frontages are provided in areas of high visibility in order to retain and enhance the Precinct's park-like appearance, by providing for generous street setbacks with high levels of landscape amenity. Car parking should not be provided within the street setback area, although vehicle access points may be provided from the internal street network if necessary (ie. not permitted from Hayman Road or Kent Street). It is encouraged to make use of street setback areas for informal walking and recreational linkages and seating areas in addition to swales or stormwater treatment infrastructure (if required).	
Development Requirements	
Materials	Development is to utilise attractive, durable and low-maintenance materials that positively reinforce the intended street frontage character.
1 Clear Glazing	Buildings should be designed to incorporate the 'Minimum Clear Glazing' requirements specified in Section 3.6.
2 Landscaping	Street frontages should be designed to incorporate the 'Minimum Landscaping' requirements specified in Section 3.6.
3 Direct Vehicle Access	Vehicle access should be located to achieve the 'Direct Vehicle Access' requirements specified in Section 3.6.
4 Parking within the Street Setback Area	Parking areas should be located to achieve the 'Parking within the Street Setback Area' requirements specified in Section 3.6.



3.7.5 Landmark and Prominent Building Feature Locations

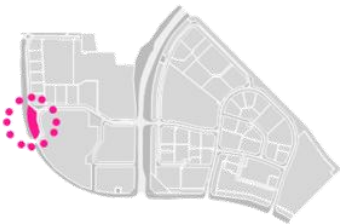
Element Objectives	Acceptable Outcomes
1. Provide distinctive and high-quality buildings that serve as visual markers and contribute to a memorable precinct identity.	1. Additional Building Height in Landmark Locations Development may incorporate taller buildings or built form elements where 'Landmark Locations' are identified on Plan 2A or Plan 2B , but should not exceed the 'Maximum Landmark Location Building Height' specified in Section 3.6 .
2. Accommodate taller development where it reinforces wayfinding, frames key views and strengthens the legibility of the precinct.	2. Distinct Architectural Features Buildings are to include distinct architectural features, such as prominent roof form, curved walls, artistic elements, or distinct tower features, that reinforce their landmark function.
3. Establish clear and identifiable entry points into the precinct through the placement and design of landmark buildings and prominent architectural features, supported by complementary public realm treatments.	3. Architectural Quality Buildings must achieve high architectural quality through enhanced materiality, detailing, articulation and public realm interface.
4. Ensure built form exhibits exemplary architectural quality, with heightened attention to detailing, articulation and materiality.	4. Streetscape Improvements Buildings are to incorporate streetscape improvements that enhance public amenity and reinforce the applicable 'Street Frontage Type' as described in Section 3.7.4.1 - Section 3.7.4.5 .
5. Locate landmark buildings to anchor important intersections, movement corridors and public spaces, supporting orientation and a strong sense of arrival.	5. Good Design Buildings are to achieve good design outcomes and demonstrate clear alignment with the principles of <i>State Planning Policy 7.0 Design of the Built Environment</i> .
6. Ensure landmark buildings and prominent building features are appropriately sited and designed to positively address adjoining streets and public open spaces.	

3.7.6 Landscaping

Element Objectives	Acceptable Outcomes
1. Maximise the retention of existing healthy, mature and significant trees, where possible, through site-responsive planning and design.	1. Street Tree Planting and Landscaping Street frontages should be designed to incorporate the 'Minimum Landscaping' requirements specified in Section 3.6 .
2. Implement measures to improve long-term tree canopy coverage and complement with supplementary landscaping.	2. Retention of Existing Trees Developments are located and designed to prioritise the retention of existing trees that are healthy, mature and have significant ecological value.
3. Design and locate landscaping and tree planting to strengthen green links, provide for streetscape improvement and support public open space.	

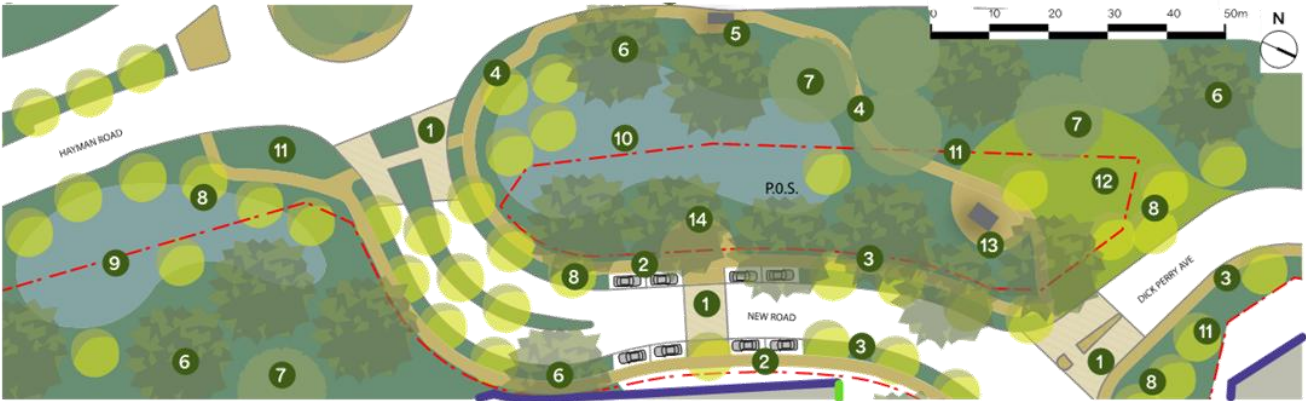
3.7.7 Public Open Space Reserves

Element Objectives	Acceptable Outcomes
1. Provide high-quality public open space that supports socialisation and interaction, offers amenities for workers and visitors, and contributes to the creation of a centralised hub. 2. Ensure public open space is safe, accessible and well-connected to key destinations and movement networks. 3. Open space should be designed and located to support the enhancement of the existing green links, the precinct's overall landscape character and the retention of existing healthy, mature and significant trees. 4. Public open space incorporation of climate-responsive planting and water-sensitive urban design measures. 5. Design public open space to support a diverse range of passive and active uses, including informal gathering, outdoor dining and flexible event spaces. 6. Integrate public open space with adjoining development and active land uses to promote active edges, passive surveillance and vibrant, people-focused environments.	1. Provision of Public Open Space At the time of subdivision and/or development, the land reserved for the purpose of 'Public Open Space' or 'Public Open Space (Drainage)' as identified on Plan 1A is to be: a) Set aside for that purpose and ceded to the relevant local government free of cost, and b) Designed and constructed to the satisfaction of the local government, generally in accordance with the requirements outlined in Section 3.7.7.1 to 3.7.7.3.



3.7.7.1 POS 1 - Western Gateway Indicative Design Concept

Intent	Indicative Location	Approx. Area
This public open space area is envisioned as a distinctive, nature-focused western gateway to the Precinct from Hayman Road, where essential drainage functions are integrated seamlessly into a high-amenity landscape. The space will retain and showcase the landmark pine trees, while enhancing ecological value through native, climate-responsive planting. Water-sensitive urban design will shape a resilient and visually engaging environment that supports passive recreation, fosters biodiversity, and establishes a memorable sense of arrival for visitors and a comfortable place of respite for the community, set in a natural environment. An enhanced streetscape environment and improved pedestrian connectivity to public transport will provide a high quality setting for new development.	SP2, adjacent Hayman Road, proposed Road 1 and Dick-Perry Avenue	1,943m ²



Legend

Street Frontage Type:

- Business Park
- Landscape

- 1 Traffic calmed pedestrian crossings

2 New embayed parking

3 New verge footpath
- 4 Bus stop access

5 Bus stop

6 Retain landmark pine trees
- 7 Retain other significant trees

8 Supplementary shade canopy planting

9 Reconfigure existing drainage basin

10 New landscape integrated drainage basin
- 11 New garden bed

12 Social lawn area

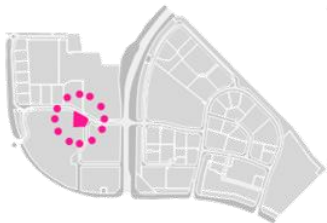
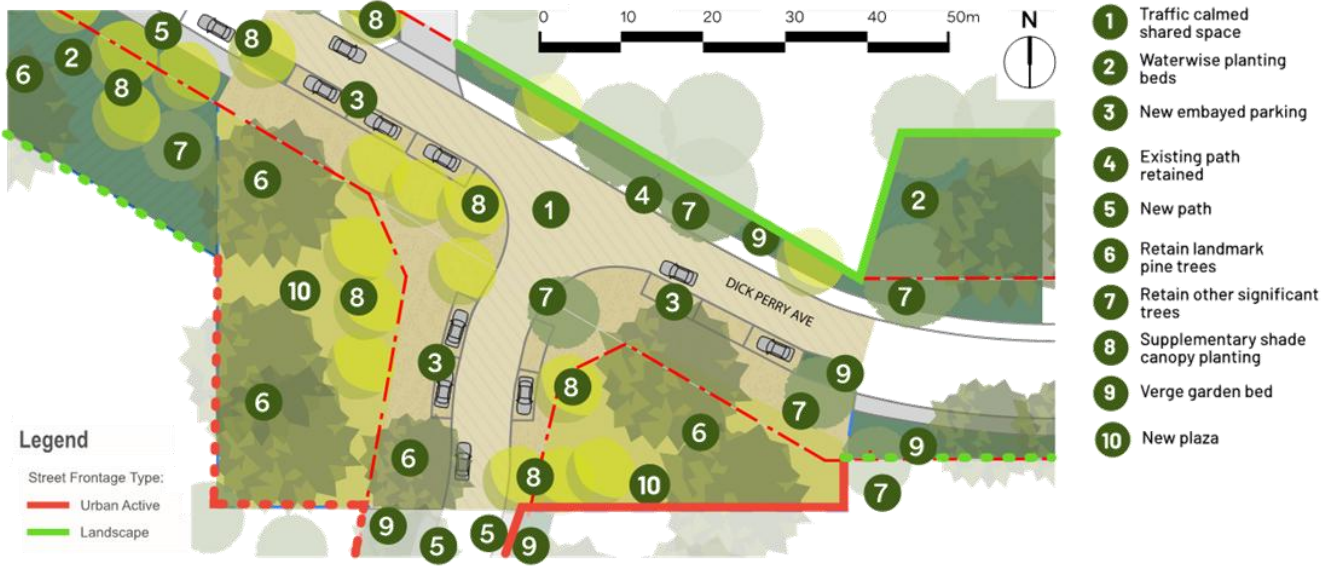
13 Shelter, tables and benches

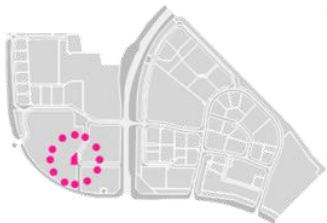
14 Social seating



3.7.7.2 POS 2 - Western Heart Indicative Design Concept

Intent	Indicative Location	Approx. Area
This public open space area, referred to as POS 2, is envisioned as the social heart of the Technology Park West - a vibrant, people-focused setting where workers, residents and visitors can gather informally, socialise, collaborate and exchange ideas. Framed by active land uses and amenities, it will provide a welcoming, flexible and comfortable environment featuring water-wise planting beds, new pedestrian paths, and a central plaza with seating and shaded areas. Retained landmark pine trees and other significant vegetation, including potential black cockatoo foraging habitat, complemented by additional shade-providing trees and verge garden beds, will establish a climate-responsive landscape that supports the east-west green link along Dick Perry Avenue, reinforces ecological links, improves pedestrian connectivity, and strengthens the Precinct's landscape character.	SP2, adjacent Dick-Perry Avenue and the northern portion of proposed Road 2.	1,632m²





3.7.7.3 POS 3 - Public Square Indicative Design Concept

Intent	Indicative Location	Approx. Area
This public open space area, referred to as POS 3, is envisioned as an active, high-amenity public square that complements the social heart to the north (POS 2), while offering its own distinctive sense of place. Defined by activated frontages and supporting land uses, this series of interconnected diverse spaces will function as gathering points where people can meet, pause and engage in day-to-day activity within comfortable, well-landscaped settings. Retained significant vegetation, and additional shade-providing tree planting will frame a public square and create a cool, climate-responsive environment that is inviting and comfortable. The public square will seamlessly connect with the new pedestrian and cyclist link to Hayman Road and the adjoining local road, which will incorporate traffic-calming measures to create a safe, pedestrian-focused environment.	SP2, adjacent to proposed Road 2 and connecting with the new pedestrian and cyclist connection.	577m ²



- 1 Traffic calmed shared space
- 2 Public square
- 3 Active frontages
- 4 Public access way (Connection 1)
- 5 New embayed parking
- 6 New footpath
- 7 Retain landmark pines
- 8 Retain other significant trees
- 9 Supplementary shade canopy planting
- 10 New garden area

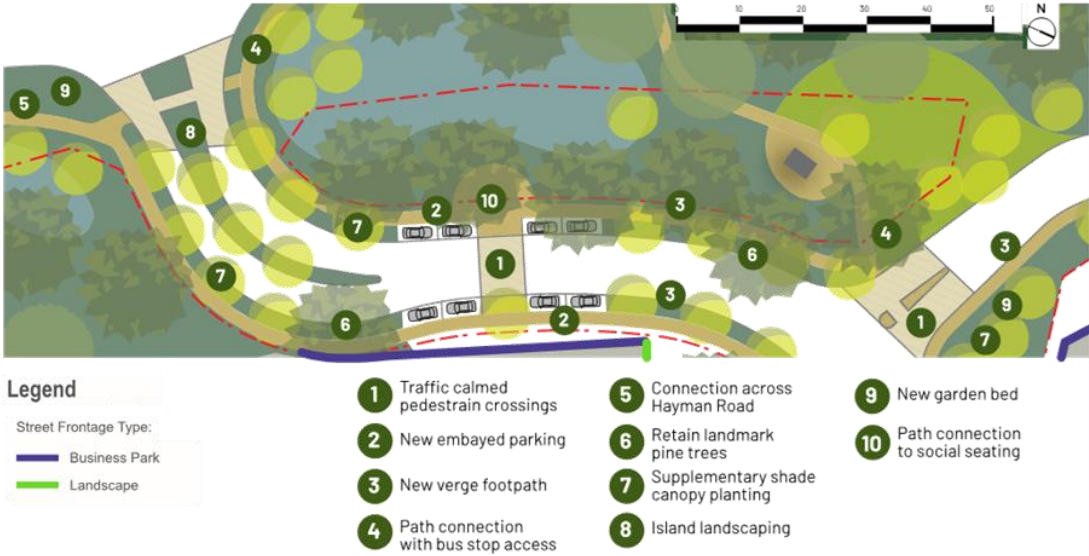
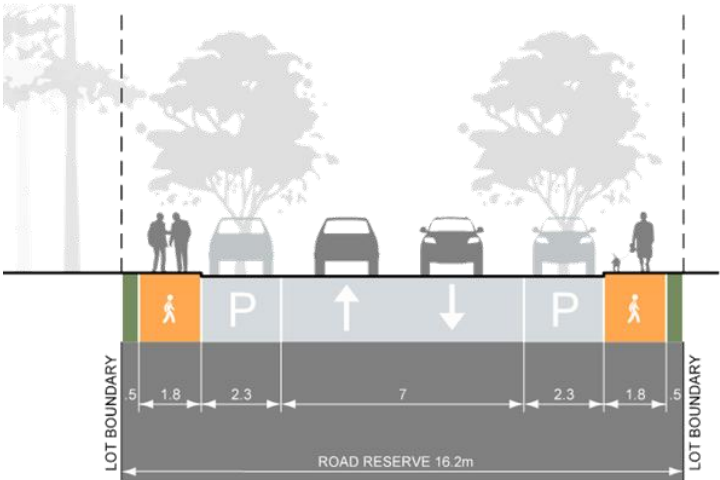
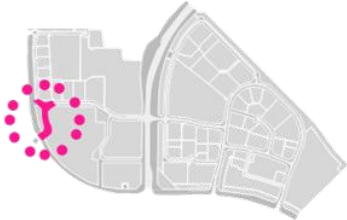


3.7.8 Road Reserves

Element Objectives	Acceptable Outcomes
1. Provide new internal roads that improve access and circulation within the precinct and strengthen connections to key destinations. 2. Deliver a legible and interconnected street network that enhances walkability, permeability and wayfinding. 3. Ensure new internal roads improve safety for all users through appropriate design, sightlines and movement coordination. 4. Support efficient access for service, emergency and operational vehicles through a well-structured internal road layout. 5. Integrate new internal roads with existing and planned movement networks to create a cohesive, connected Precinct.	1. Provision of Local Roads At the time of subdivision and/or development (whichever comes first), the land reserved for a 'Local Road' as identified on Plan 1A is to be: a) Set aside for that purpose and ceded to the relevant local government authority free of cost, and b) Designed and constructed to the satisfaction of the local government, generally in accordance with the requirements of this PSP outlined in Section 3.7.8.1 and Section 3.7.8.2.

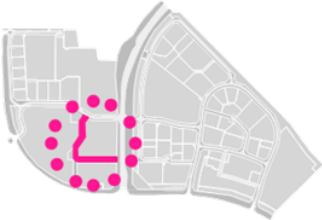
3.7.8.1 Road 1 Indicative Design Concept

Intent	Indicative Location	Approx. Width	Road Type
This road is intended to function as the continuation of the re-routed Dick Perry Avenue, establishing a clear and legible connection to the Hayman Road / Thelma Street roundabout. The alignment makes use of the existing internal access road, converting it into a public street while retaining its established tree-lined character. Retained landmark pine trees and other significant vegetation, including potential black cockatoo foraging habitat, supplemented by additional street tree planting, will reinforce a shaded, boulevard-like environment that integrates with the adjacent public open space. New pedestrian and cyclist paths will connect Road 1 to the broader pedestrian and cycling network and ensure safe and convenient access to bus stops along Hayman Road.	SP2, connecting the Hayman Road/Thelma Street roundabout with Dick Perry Avenue.	16m	Access Street



3.7.8.2 Road 2 Indicative Design Concept

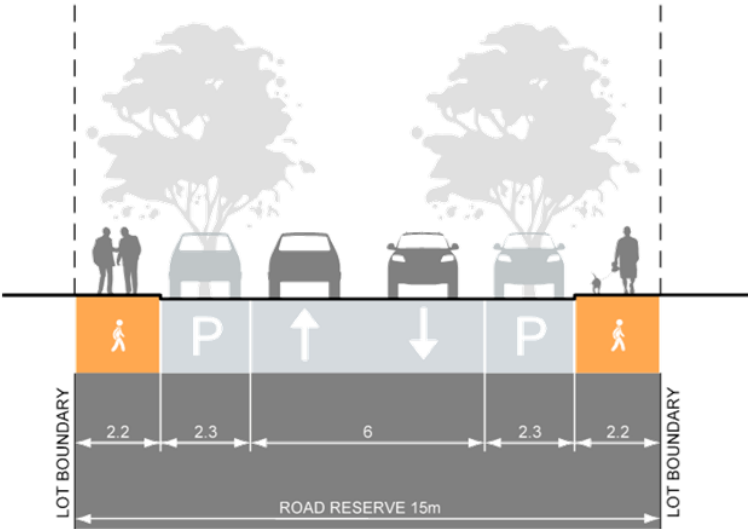
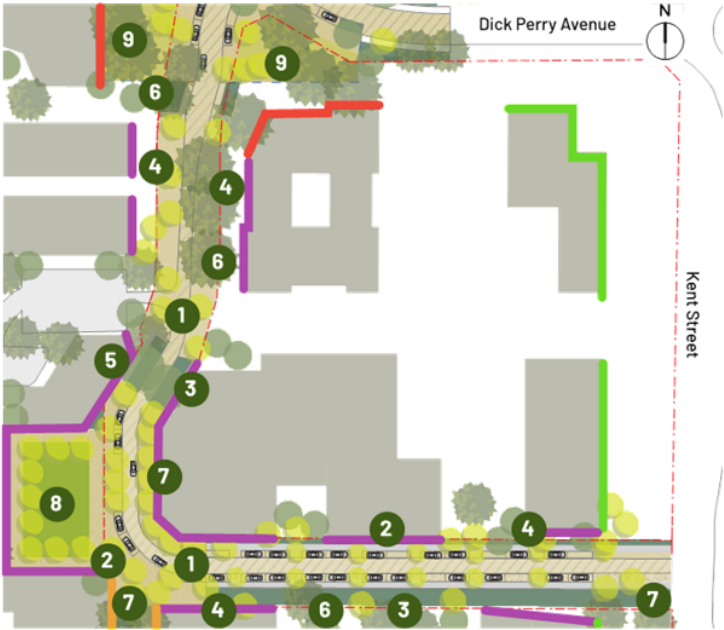
Intent	Indicative Location	Approx. Width	Road Type
This road is intended to function as a new public access road through the western portion of Lot 224 (No. 17) Dick Perry Avenue, forming an elbow connection between Dick Perry Avenue and Kent Street (northbound). The alignment makes use of the existing private driveways extending from Dick Perry Avenue. Retained landmark pine trees and other significant vegetation, together with additional street tree planting, will establish a shaded, boulevard-like environment that integrates with the adjoining public open spaces. Traffic-calming and shared-space treatments will create a safe, pedestrian-focused environment along the road's frontages to the new public open spaces. New pedestrian paths along the road will connect with the wider network of pedestrian and cycling paths, including the new pedestrian and cycling connection to through Hayman Road.	SP2, connecting Dick-Perry Avenue with Kent Street (northbound)	~ 15m	Access Street

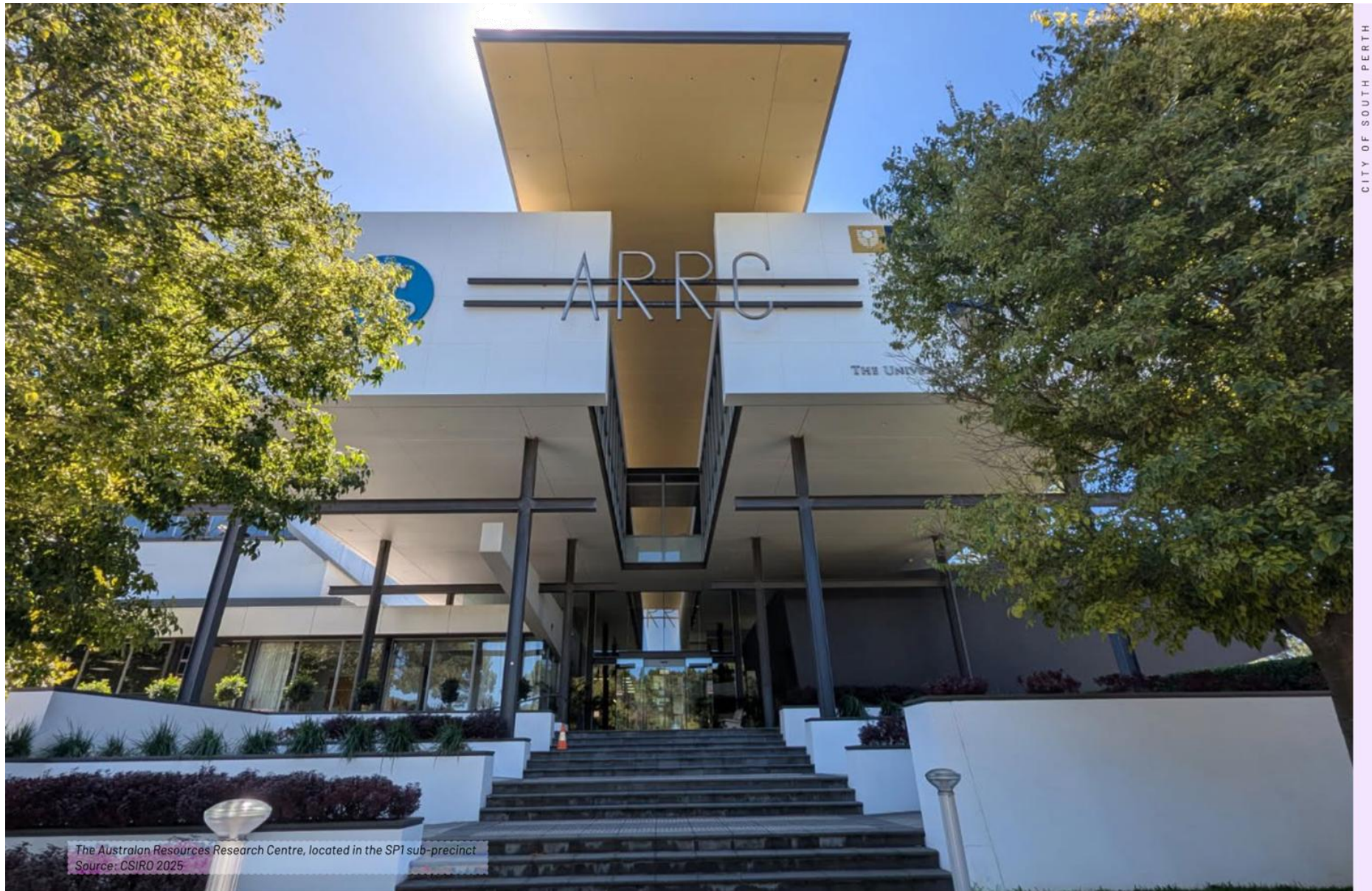


- 1 Traffic calmed pedestrian crossings
- 2 New embayed parking
- 3 New garden area
- 4 New path
- 5 Retain other significant trees
- 6 Retain landmark pine trees
- 7 Supplementary shade canopy planting
- 8 Public square (POS 3)
- 9 Western heart (POS 2)

Legend

- Street Frontage Type:
- Urban
 - Urban Active
 - Pedestrian Access Way
 - Landscape



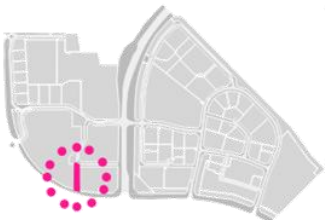
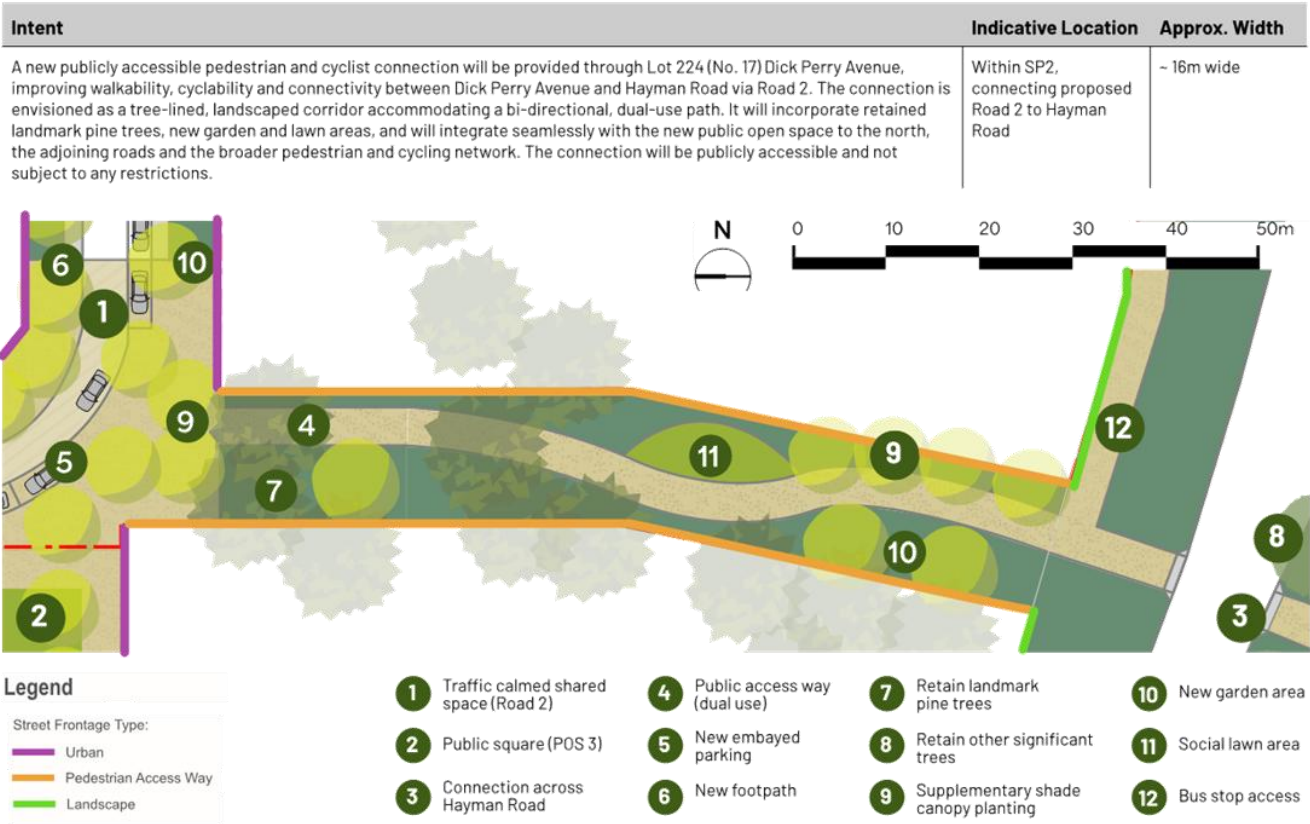


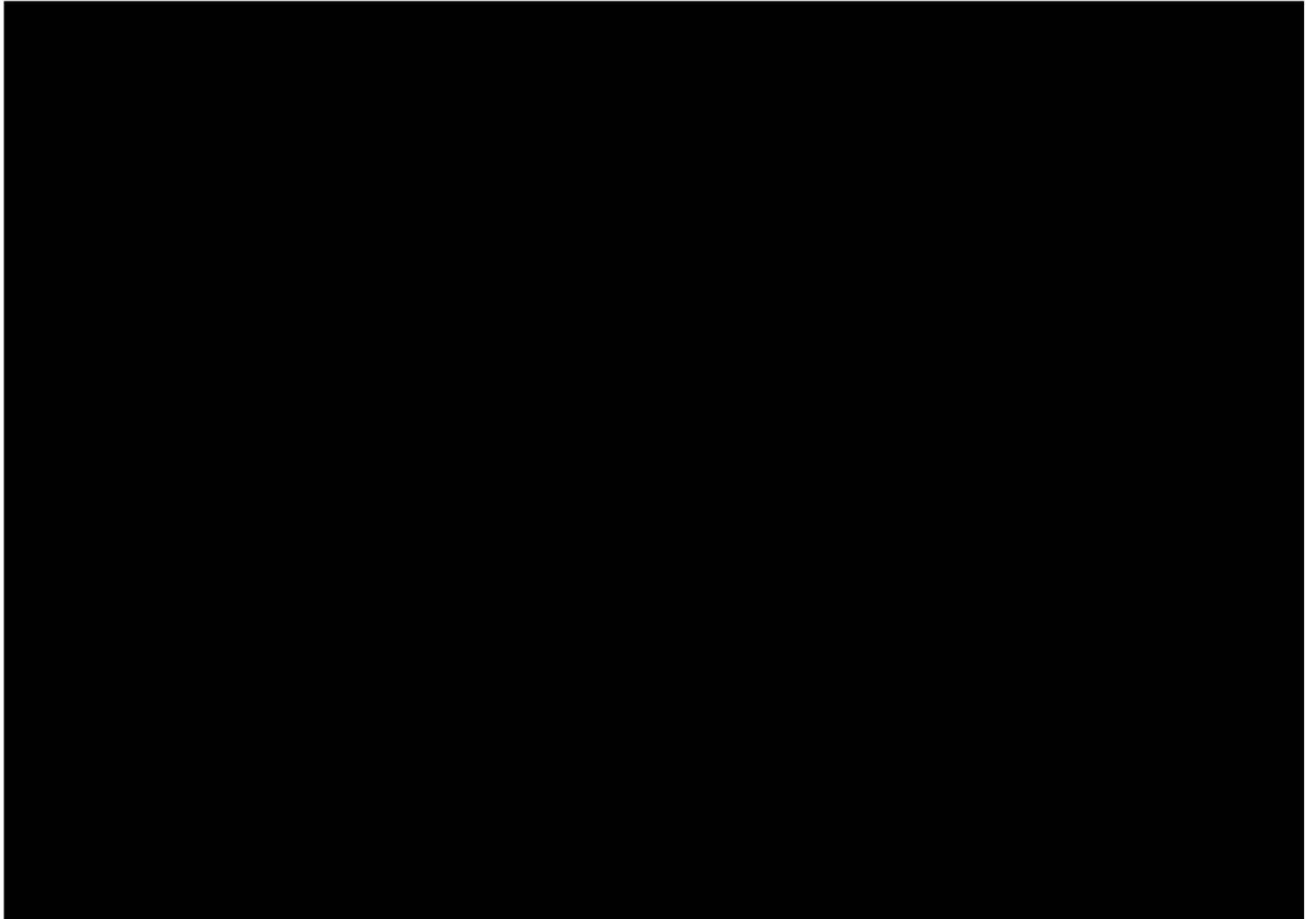
Bentley Technology Precinct | Precinct Structure Plan

3.7.9 Pedestrian and Cyclist Connections

Element Objectives	Acceptable Outcomes
1. Provide new pedestrian and cyclist connections that improve walkability, cyclability and strengthen access to key destinations within the precinct and beyond. 2. Deliver a safe, legible and continuous pedestrian and cyclist network that supports everyday movement and encourages active transport. 3. Enhance permeability by establishing direct, convenient and well-distributed pedestrian and cyclist routes across large landholdings and between sub-precincts. 4. Ensure pedestrian and cyclist connections integrate with public open spaces, street networks and public transport to form a cohesive and well-connected movement system. 5. Design pedestrian and cyclist routes to provide a high-quality, comfortable and accessible experience for all users, supported by shade, lighting and clear wayfinding.	1. Provision of Pedestrian and Cyclist Connections At the time of subdivision and/or development (whichever comes first), the land reserved for a 'Pedestrian and Cyclist Connection' as identified on Plan 2B is to be: a) Set aside for that purpose and ceded to the relevant local government authority free of cost, and b) Designed and constructed to the satisfaction of the local government, generally in accordance with the requirements of this PSP as outlined in Section 3.7.9.1.

3.7.9.1 Connection 1 Indicative Design Concept





4.0 Town of Victoria Park



SUBDIVISION AND DEVELOPMENT REQUIREMENTS



This section applies to the Technology Park Centre precinct,
located to the east of Kent Street within the ToVP.

Plan 1B – Town of Victoria Park (Technology Park Centre) Precinct Structure Plan



4.0 ToVP Subdivision and Development Requirements

4.1 Definitions and Interpretations

Phrase	Definition / Interpretation
Additional Use Area	An area identified on Plan 2D and Plan 2E , where additional complementary land uses may be supported to enhance precinct activity, amenity and the provision of 'third places' for workers and visitors consistent with the 'preferred uses' for the relevant sub-precinct.
Landmark Location	Key locations within the precinct that have a strategic role in achieving the PSP vision owing to its size, visual prominence, accessibility and suitability to accommodate a significant quantum of new development. These sites are identified on Plan 2C , Plan 2D and Plan 2E .
New Pedestrian and Cyclist Connection	The 'New Pedestrian and Cyclist Connections' identified on Plan 2C , Plan 2D and Plan 2E which are proposed to enhance the movement network and walkability within the PSP area.
Prominent Feature Building Location	A nominated location where buildings are to incorporate distinctive architectural elements that contribute to the identity and legibility of the precinct. These sites are identified on Plan 2D and Plan 2E .
Research and development	Has the same meaning given to it in LPS 2, Schedule D: <i>means premises used for research and development activities for science, technology, education and research purposes inclusive of the development, production and assembly of products.</i>
Research and development premises	Has the same meaning given to it in LPS 2, Schedule D: <i>means premises designed primarily for research and development purposes that may also support complementary uses.</i>
Street Frontage Type	The 'Street Frontage Type' is designated on Plan 2C , Plan 2D and Plan 2E , for the purpose of outlining applicable subdivision and/or development requirements. Refer to Section 4.7.4 .
Technology Park Centre precinct	Lands to the east of Kent Street, within the ToVP. Comprises three sub-precincts: Victoria Park 1 (VP1), Victoria Park 2 (VP2) and Victoria Park 3 (VP3).
Transition Area	An area identified on Plan 2E where development is to respond to the interface with existing and future residential areas through the management of building height, massing and setbacks, to reduce perceived and visual scale and maintain an appropriate amenity transition.
Victoria Park 1 (VP1)	Sub-precincts are identified in this PSP for the purpose of subdivision and development requirements. Refer to Plan 1B for the sub-precincts under the responsibility of the ToVP.
Victoria Park 2 (VP2)	
Victoria Park 3 (VP3)	

4.2 Zones and Reserves

The zones and reserves applicable shall be determined in accordance with the *Town of Victoria Park Local Planning Scheme No. 2 (LPS 2)* and the distribution of zones and reserves outlined on **Plan 1B**.

4.3 Residential Density Coding

In accordance with LPS 2, an RAC-0 density code applies.

This density coding is intended to replace the applicable provisions of *State Planning Policy 7.3 – Residential Design Codes* (as amended) with those specified in **Table 6, Table 7 or Table 8**.

4.4 Subdivision Requirements

1. When considering an application for subdivision/amalgamation, due regard shall be given to:
 - a) The vision and objectives for the PSP area outlined in **Section 2.0**,
 - b) The intent and objectives of the sub-precinct set out in **Section 4.6**,
 - c) The intended function of the land and the activities to be carried out on it,
 - d) The ability to achieve the envisioned sub-precinct character and scale of development set out in **Section 4.6**,
 - e) The ability to provide the roads, public open space and/or pedestrian and cyclist connections, and
 - f) The impact on the fragmentation of land and the creation of irregular lot shapes.
2. Green title and/or survey strata subdivision is generally not supported where it contributes to:
 - a) The fragmentation and excessive loss of large landholdings, having regard to the need to maintain lots capable of accommodating large-scale operations while allowing for smaller-scale establishments where appropriate,
 - b) The creation of irregular lot shapes, and/or
 - c) The excessive restriction or prevention of the ability to provide for a road, public open space, and/or pedestrian and cyclist connections.
3. Subdivision/amalgamation may be appropriate in the following circumstances:
 - a) To amalgamate lots into a larger development site to provide for developments which require larger land parcels, without compromising the vision and objectives of the PSP outlined in **Section 2.0**,
 - b) To subdivide a lot to provide for smaller-scale operations that are in accordance with the vision and objectives of the PSP outlined in **Section 2.0**,
 - c) To amalgamate excess land along Hayman Road and Kent Street into adjoining development sites,
 - d) To allow for the provision of roads, public open space, drainage, and/or pedestrian and cyclist connections,
 - e) Where required as a condition of Development Approval, and/or
 - f) Where the subdivision relates to a development that has been approved and substantially commenced.

4.4.1 Road Reserves

At the time of subdivision and/or development (whichever comes first), the land reserved for a 'Local Road' as identified on **Plan 1B** is to be:

- a) Set aside for that purpose and ceded to the relevant local government free of charge, and
- b) Designed, constructed and funded by the proponent, to the satisfaction of the local government and generally in accordance with the requirements outlined in **Section 4.7.8**.

4.4.2 Public Open Space Reserves

At the time of subdivision and/or development (whichever comes first), the land reserved for 'Public Open Space' as identified on **Plan 1B** is to be:

- a) Set aside for that purpose and ceded to the relevant local government free of charge, and
- b) Designed, constructed and funded by the proponent, to the satisfaction of the local government and generally in accordance with the requirements outlined in **Section 4.7.7**.

4.4.3 Pedestrian and Cyclist Connections

At the time of subdivision and/or development (whichever comes first), land identified for a 'Pedestrian and Cyclist Connection' in **Plan 2C**, **Plan 2D** or **Plan 2E** is to be:

- a) Set aside for that purpose and ceded to the relevant local government authority free of charge, and
- b) Designed, constructed and funded by the proponent, to the satisfaction of the local government and generally in accordance with the requirements of this PSP as outlined in **Section 5.7.9**.

Where a 'Pedestrian and Cyclist Connection' is to be provided from two or more lots, each affected lot is to provide an equal and equitable share of land within the lot to achieve the required connection and is to equally share responsibility for the design, construction and funding of the connection.

4.4.4 Notifications on Title

Lots within the precinct that are to contain noise-sensitive development, such as short-term accommodation, may be exposed to higher levels of noise and/or vibration generated by research and development activities.

Noise-sensitive development shall incorporate a notification on the relevant certificate(s) of title, pursuant to Section 70A of the *Transfer of Land Act 1893*, advising of potential noise and/or vibration impacts, with notice of this notification to be included on the diagram or plan of survey. The required wording of the notification is to be specified as a condition of development approval.

4.5 Land Use

Land use permissibility shall be determined in accordance with the *Town of Victoria Park Local Planning Scheme No. 2* and with regard to:

1. The vision and objectives of the PSP area (refer to **Section 3.0**),
2. The relevant sub-precinct intent and objectives (refer to **Section 5.6**), and
3. The preferred land uses identified for the relevant sub-precinct (refer to **Section 5.6**).

4.6 Sub-Precinct Primary Controls

Bentley Technology Centre comprises three sub-precincts as identified on **Plan 1B**. Each sub-precinct is unique in its existing attributes and the future character envisioned.

The following sections set out the primary controls that apply to all proposed development within the relevant sub-precinct and should be read in conjunction with **Section 4.7**.

4.6.1 Victoria Park 1 Sub-Precinct (VP1 - Plan 2C)

Intent

The vision for VP1 is that it will evolve as a major hub for large-scale research and development, data and technology operations, education and knowledge exchange, and manufacturing activities within secure, operationally focused landholdings. Complementary, compatible and smaller-scale businesses will cluster along the street frontages, supporting and diversifying the Precinct's core operations. Enhanced landscaping along the street will strengthen the Precinct's character and amenity, reinforce and expand the existing tree network and deliver cohesive, high-quality public realm.

Objectives

Land Use and Economic Function:

1. Enable new development that supports a broad spectrum of research and development activities, together with complementary and compatible land uses that enhance amenity for workers and visitors and support the precinct's operations and functions.

Built Form and Urban Design:

2. Position large-format buildings and associated infrastructure so that their bulk and operational elements are screened from view from the street, or are softened by smaller-scale, active land uses along the street frontage.

3. Achieve high-quality, design-led built form, setting a benchmark for innovation, architectural quality and contemporary workplace environments.
4. Reinforce the intersection of Turner Avenue and Kent Street as a key entry point to the sub-precinct through the development of landmark building(s) that establish a clear and identifiable gateway presence.
5. Ensure the built form of development responds to and achieves the intent of the Street Frontage Type(s) identified on **Plan 2C**, contributing to a cohesive and high-quality streetscape

Public Realm and Landscape:

6. Retain and reinforce the precinct's landscape character, while enabling innovative land uses and development opportunities.
7. Retain and enhance the landscape interfaces along Turner Avenue and Brodie Hall Drive.
8. Provide public open spaces that function as a soft, green interface with the adjacent residential area of East Victoria Park and provide amenity which supports workers, visitors and residents.

Movement, Access and Infrastructure:

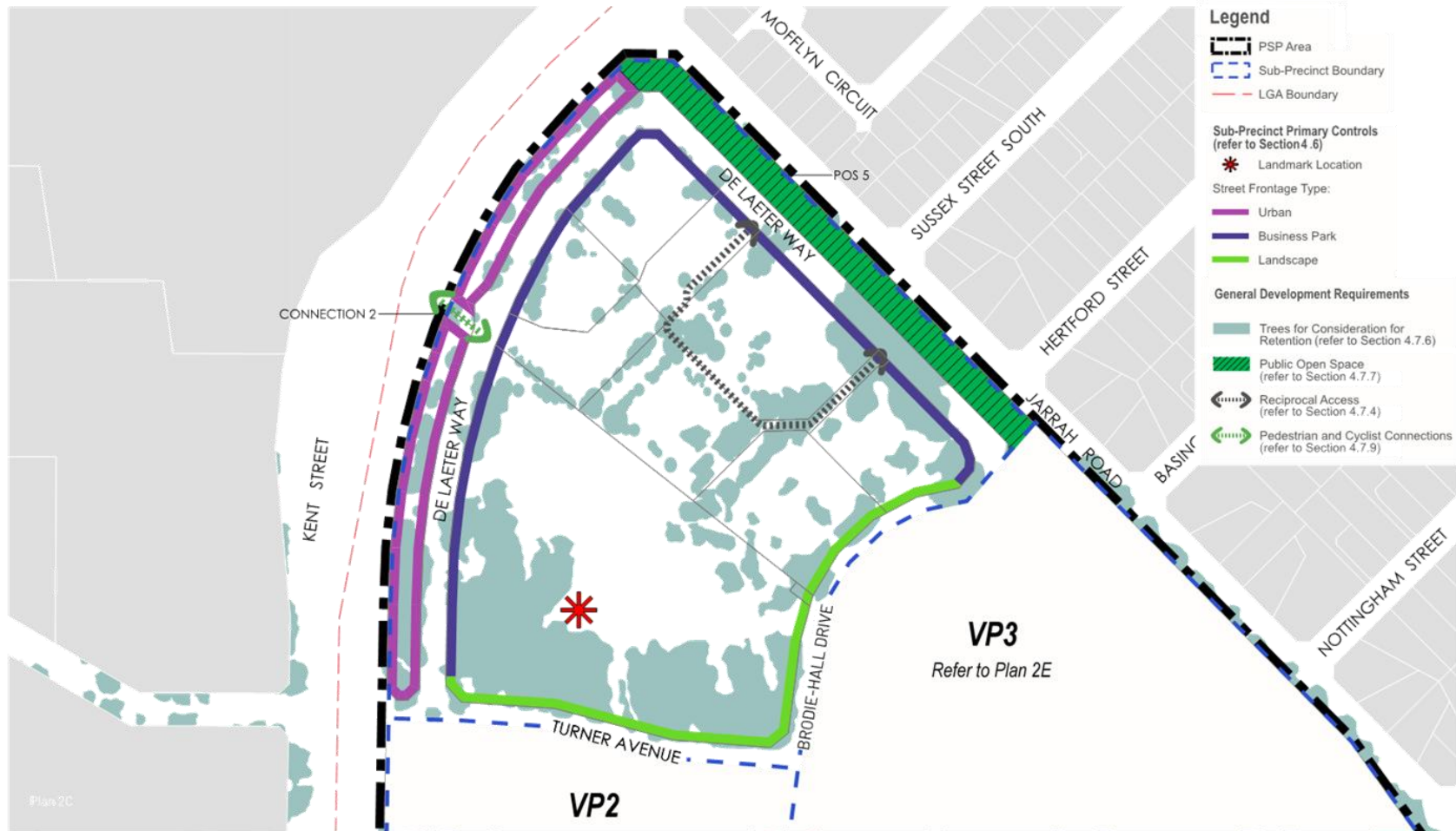
9. Provide for development that supports the future delivery of mid-tier transit along Kent Street and enhances accessibility and connectivity to this public transport corridor.
10. Ensure the siting and arrangement of development facilitates the delivery of pedestrian and cyclist connections and reciprocal access where identified on **Plan 2C**.
11. Provide pedestrian and cyclist connections that enhance permeability, connectivity and access to Kent Street, and the future mid-tier transit.

Preferred Land Uses

The following land uses are preferred within the sub-precinct:

- Research and Development
- Educational Establishment
- Industry - Light
- Office
- Industry
- Warehouse/Storage

Plan 2C – VP1 Sub-Precinct Plan



Sub-Precinct Primary Controls

The sub-precinct primary controls are outlined in **Table 6** and should be read in conjunction with **Plan 2C**.

Table 6: VP1 Sub-Precinct Primary Controls

Element	Street Frontage Type (refer to Plan 2C and Section 4.7.4)		
	Urban	Business Park	Landscape
Building Height			
Maximum Building Height	28m / 6 storeys		
Maximum Landmark Location Building Height ¹	52m / 12 storeys, where a 'Landmark Location' is identified on Plan 2C , otherwise N/A		
Street Setback ²			
Minimum Street Setback	Nil	6m	15m
Maximum Street Setback	3m	25m	25m
Side and Rear Boundary Setbacks ³			
Minimum Side and Rear Boundary Setback	3m		

Notes:

1. Sites identified as containing a 'Landmark Location' on **Plan 2C**, are eligible for additional building height where criteria are met (refer to Section **4.7.5**).
2. To be measured from the street boundary.
3. To be measured from the lot boundary.
4. Direct vehicle access from this frontage is not permitted unless vehicle access cannot be provided from another frontage.
5. Street setback area means the area between the street boundary and the building.

Element	Street Frontage Type (refer to Plan 2C and Section 4.7.4)		
	Urban	Business Park	Landscape
Street Frontage, Access and Parking			
Minimum Clear Glazing	50% of the building frontage along the street at ground level	25% of the building frontage along the street at ground level	25% of the building frontage along the street at ground level
Minimum Built Frontage	70% of the lot boundary fronting the street, at ground level	N/A	N/A
Minimum Awning	Along 70% of the building frontage Awning height: 3m Awning width: 2m	N/A	N/A
Minimum Landscaping	N/A	Along 100% of the lot boundary fronting the street, excluding driveways Landscaping strip width: 3m	Along 100% of the lot boundary fronting the street, excluding driveways Landscaping strip width: 15m
Direct Vehicle Access	Permitted, but not preferred ⁴	Permitted	Permitted
Parking within the Street Setback Area ⁵	Not permitted	Permitted	Not permitted



Bentley Technology Precinct | Precinct Structure Plan

4.6.2 Victoria Park 2 Sub-Precinct (VP2 - Plan 2D)

Intent

The vision for VP2 is that it will evolve to combine larger-scale research and development operations with smaller-scale, complementary enterprises that support the precinct's core innovation functions. It will accommodate a range of uses which will support the creation of a 'third place' for the precinct. The 'third place' will function as a destination for workers, visitors and residents to come together, collaborate, and socialise outside of home and work, facilitated by a diverse range of hospitality and small-scale retail uses, high-quality public spaces and amenities, and short-term accommodation. Enhanced connections across Hayman Drive to the Curtin University campus will anchor the sub-precinct's role as a key place for people and ideas to intersect.

Objectives

Land Use and Economic Function:

1. Enable new development that supports a broad spectrum of research and development activities, together with complementary and compatible land uses that enhance amenity for workers and visitors and support the precinct's operations and functions.

2. Within the 'Additional Use' area on **Plan 2D**, provide for land uses and development that support the establish a vibrant, centralised hub for workers, visitors and residents, promoting collaboration, knowledge sharing and high-quality amenity.

Built Form and Urban Design:

3. Achieve high-quality, design-led built form, setting a benchmark for innovation, architectural quality and contemporary workplace environments.
4. Encourage business activity along Turner Avenue through high-quality built form that presents positively to the street.
5. Integrate surplus land along Hayman Road and Kent Street into adjoining sites to support cohesive site planning and improved development outcomes.
6. Reinforce the intersections of Turner Avenue and Kent Street, Hayman Road and Kent Street, and Brodie-Hall Drive and Hayman Road as key entries into the precinct through the development of landmark building(s) that establish a clear and identifiable gateway presence.
7. Promote the delivery of prominent feature buildings at key locations that provide architectural distinction, support wayfinding and contribute to the identity of the precinct.

8. Ensure the built form of development responds to and achieves the intent of the Street Frontage Type(s) identified on **Plan 2D**, contributing to a cohesive and high-quality streetscape.

Public Realm and Landscape:

9. Retain and enhance the landscape interfaces along Hayman Road and Kent Street.
10. Retain and reinforce the precinct's landscape character, while enabling innovative land uses and development opportunities.
11. Provide public open spaces that function as welcoming "third places" for social interaction, collaboration, relaxation and community life, which are uninterrupted by existing driveways.

Movement, Access and Infrastructure:

12. Ensure the siting and arrangement of development facilitates the delivery of pedestrian and cyclist connections and new roads.
13. Provide pedestrian and cyclist connections and new roads that enhance permeability, connectivity and access to Hayman Road, Dick Perry Avenue and Kent Street, and strengthen links to key destinations, including Curtin University and the SP2 sub-precinct.

14. Provide for development that supports the future delivery of mid-tier transit along Kent Street and enhances accessibility and connectivity to this public transport corridor.

Preferred Land Uses

The following land uses are preferred within the sub-precinct.

Across the sub-precinct:

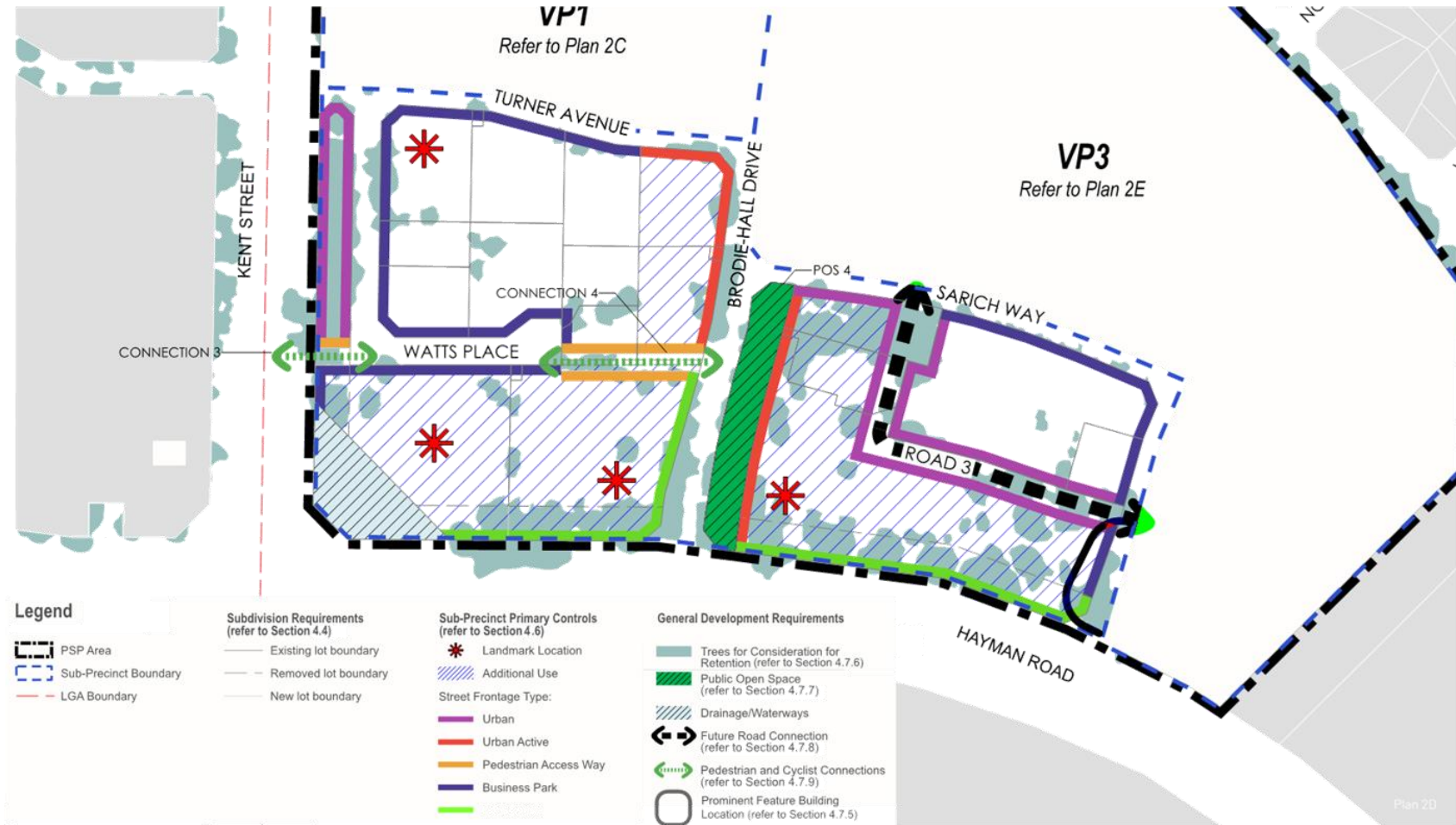
- Research and Development
- Educational Establishment
- Industry - Light
- Office
- Warehouse/Storage

Within the 'Additional Use' area identified on

Plan 2D:

- Child Care Premises
- Convenience Store
- Hotel
- Reception Centre
- Residential Building
- Restaurant/Café
- Shop
- Small Bar
- Tourist and Visitor Accommodation

Plan 2D – VP2 Sub-Precinct Plan



Bentley Technology Precinct | Precinct Structure Plan

Sub-Precinct Primary Controls

The sub-precinct primary controls are outlined in **Table 7** and should be read in conjunction with **Plan 2D**.

Table 7: VP2 Sub-Precinct Primary Controls

Element	Street Frontage Type (refer to Plan 2D and Section 4.7.4)				
	Urban	Urban Active	Public Access Way	Business Park	Landscape
Building Height					
Maximum Building Height	28m / 6 storeys				
Maximum Landmark Location Building Height ¹	52m / 12 storeys, where a 'Landmark Location' is identified on Plan 2D , otherwise N/A				
Street Setback ²					
Minimum Street Setback	Nil	Nil	Nil	6m	15m
Maximum Street Setback	3m	2m	6m	25m	25m
Side and Rear Setback ³					
Minimum Side and Rear Boundary Setback	3m				
Street Frontage, Access and Parking					
Minimum Clear Glazing	50% of the building frontage along the street at ground level	80% of the building frontage along the street at ground level	25% of the building frontage along the street at ground level	25% of the building frontage along the street at ground level	25% of the building frontage along the street at ground level

Notes:

1. Sites identified as containing a 'Landmark Location' on **Plan 2D**, are eligible for additional building height where criteria are met (refer to **Section 4.7.5**).
2. To be measured from the street boundary.
3. To be measured from the lot boundary.
4. A proponent should demonstrate that no alternative access exists.

Element	Street Frontage Type (refer to Plan 2D and Section 4.7.4)				
	Urban	Urban Active	Public Access Way	Business Park	Landscape
Minimum Built Frontage	70% of the lot boundary fronting the street, at ground level	80% of the lot boundary fronting the street, at ground level	50% of the lot boundary fronting the street, at ground level	N/A	N/A
Minimum Awning	Along 70% of the building frontage Awning height: 3m Awning width: 2m	Along 80% of the building frontage Awning height: 3m Awning width: 2m	N/A	N/A	N/A
Minimum Landscaping	N/A	N/A	N/A	Along 100% of the street frontage, excluding driveways Landscaping strip width: 3m	Along 100% of the street frontage, excluding driveways Landscaping strip width: 15m
Direct Vehicle Access	Permitted, but not preferred ⁴	Not permitted ⁵	Not permitted	Permitted	Permitted
Parking within the Street Setback Area ⁶	Not permitted	Not permitted	Not permitted	Permitted	Not permitted

5. Direct vehicle access from this frontage is not permitted unless vehicle access cannot be provided from another frontage.

6. Street setback area means the area between the street boundary and the building.



Bentley Technology Precinct | Precinct Structure Plan

4.6.3 Victoria Park 3 Sub-Precinct (VP3 - Plan 2E)

Intent

The vision for VP3 is that it will continue to accommodate supporting office-based enterprises, start-ups and complementary operations that reinforce the core research and development activities of the wider precinct. Smaller-scale businesses will maintain economic, administrative and functional synergies with neighbouring enterprises, contributing to a diverse and collaborative innovation ecosystem. New development will foster a flexible enterprise environment that supports business growth and partnerships.

Objectives

Land Use and Economic Function:

1. Enable new development that supports a broad spectrum of research and development activities, together with complementary and compatible land uses that enhance amenity for workers and visitors and support the precinct's operations and functions.
2. Within the 'Additional Use' area on **Plan 2E**, provide for land uses and development that support the establish a vibrant, centralised hub for workers, visitors and residents, promoting collaboration, knowledge sharing and high-quality amenity.

Built Form and Urban Design:

3. Position large-format buildings and associated infrastructure so that their bulk and operational elements are screened from view from the street, or are softened by smaller-scale, active land uses along the street frontage.
4. Achieve high-quality, design-led built form, setting a benchmark for innovation, architectural quality and contemporary workplace environments.
5. Encourage business activity along Brodie-Hall Drive, Parker Place and Sarich Way through high-quality built form that presents positively to the street.
6. Ensure an appropriate transition in scale to the East Victoria Park residential area to the north through a greater building setback.

7. Reinforce the intersection of Brodie-Hall Drive and Sarich Way as a key identification point within the precinct through high-quality landmark building(s) that establish a clear and identifiable presence.
8. Integrate surplus land along Hayman Road into adjoining sites to support cohesive site planning and improved development outcomes.
9. Ensure the built form of development responds to and achieves the intent of the Street Frontage Type(s) identified on **Plan 2E**, contributing to a cohesive and high-quality streetscape.
10. Promote the delivery of prominent feature buildings at key locations that provide architectural distinction, support wayfinding and contribute to the identity of the precinct.

Public Realm and Landscape:

11. Retain and reinforce the precinct's landscape character, while enabling innovative land uses and development opportunities.
12. Retain and enhance the landscape interfaces along Hayman Road.
13. Provide public open spaces that function as a soft, green interface with the adjacent residential area of East Victoria Park and provide amenity which supports workers, visitors and residents.

Movement, Access and Infrastructure:

14. Ensure the siting and arrangement of development facilitates the delivery of pedestrian and cyclist connections.
15. Provide pedestrian and cyclist connections and new roads that enhance permeability, connectivity and access to Kent Street, and strengthen links to key destinations, including the future mid-tier transit stop on Kent Street.
16. Provide for development that supports the future delivery of mid-tier transit along Kent Street and enhances accessibility and connectivity to this public transport corridor.

Preferred Land Uses

The following land uses are preferred within the sub-precinct.

Across the sub-precinct:

- Research and Development
- Educational Establishment
- Industry - Light
- Office
- Warehouse/Storage

Within the 'Additional Use' area identified on **Plan 2E**:

- Child Care Premises
- Convenience Store
- Hotel
- Reception Centre
- Residential Building
- Restaurant/Café
- Shop
- Small Bar
- Tourist and Visitor Accommodation

Plan 2E – VP3 Sub-Precinct Plan



Sub-Precinct Primary Controls

The sub-precinct primary controls are outlined in **Table 8** and should be read in conjunction with **Plan 2E**.

Table 8: VP3 Sub-Precinct Primary Controls

Element	Street Frontage Type (refer to Plan 2E and Section 4.7.4)				
	Urban	Urban Active	Public Access Way	Business Park	Landscape
Building Height					
Maximum Building Height	28m / 6 storeys				
Maximum Landmark Location Building Height ¹	52m / 12 storeys, where a 'Landmark Location' is identified on Plan 2E , otherwise N/A				
Street Setback ²					
Minimum Street Setback	Nil	Nil	Nil	6m	15m
Maximum Street Setback	3m	2m	6m	25m	25m
Side and Rear Setback ³					
Minimum Side and Rear Boundary Setback	3m, unless identified in a 'Transition Area' on Plan 2E				
Minimum Side and Rear Boundary Setback - Transition Area ⁴	6m, where a 'Transition Area' is identified on Plan 2E				

Notes:

1. Sites identified as containing a 'Landmark Location' on **Plan 2E**, are eligible for additional building height where criteria are met (refer to **Section 4.7.5**).
2. To be measured from the street boundary.
3. To be measured from the lot boundary.
4. Where identified in a 'Transition Area' on **Plan 2E**, greater building setbacks are required to provide for a transition in development height, bulk and scale from the East Victoria Park residential area to the north.
5. A proponent should demonstrate that no alternative access exists.
6. Direct vehicle access from this frontage is not permitted unless vehicle access cannot be provided from another frontage.
7. Street setback area means the area between the street boundary and the building.

Element	Street Frontage Type (refer to Plan 2E and Section 4.7.4)				
	Urban	Urban Active	Public Access Way	Business Park	Landscape
Street Frontage, Access and Parking					
Minimum Clear Glazing	50% of the building frontage along the street at ground level	80% of the building frontage along the street at ground level	25% of the building frontage along the street at ground level	25% of the building frontage along the street at ground level	25% of the building frontage along the street at ground level
Minimum Built Frontage	70% of the lot boundary fronting the street, at ground level	80% of the lot boundary fronting the street, at ground level	50% of the lot boundary fronting the street, at ground level	N/A	N/A
Minimum Awning	70% of the building frontage Awning height: 3m Awning width: 2m	80% of the building frontage Awning height: 3m Awning width: 2m	N/A	N/A	N/A
Minimum Landscaping	N/A	N/A	N/A	100% of the lot boundary fronting the street, excluding driveways Landscaping strip width: 3m	100% of the lot boundary fronting the street, excluding driveways Landscaping strip width: 15m
Direct Vehicle Access	Permitted, but not preferred ⁵	Not permitted ⁶	Not permitted	Permitted	Permitted
Parking within the Street Setback Area ⁷	Not permitted	Not permitted	Not permitted	Permitted	Not permitted



Bentley Technology Precinct | Precinct Structure Plan

4.7 General Development Requirements

All proposed development within the ToVP (Technology Park Centre) must comply with the requirements of this section, which should be read in conjunction with the specific sub-precinct development parameters set out in **Section 4.6**.

4.7.1 Building Height

Element Objectives	Acceptable Outcomes
1. The height of development responds to the desired future scale and character, and economic growth ambitions.	1. Maximum Building Height The total height of a development should not exceed the 'Maximum Building Height' specified in Section 4.6 , unless the development site is designated a 'Landmark Location' on Plan 2C, Plan 2D or Plan 2E .
2. The height of buildings within a development responds to changes in topography.	2. Maximum Landmark Location Building Height Development within an area identified as a 'Landmark Location' on Plan 2C, Plan 2D or Plan 2E , should not exceed the 'Maximum Landmark Location Building Height' specified in Section 4.6 .
3. The height of buildings within a development recognises and responds to the existing landscape characteristics, including the scale of the existing tree network.	3. Minimum Floor-to-Ceiling Height Building heights shall reflect the minimum ceiling heights specified below: - Ground floor: 5m - Podium floor/s: 4m - Other floor/s: 3m Development may exceed these specified heights where operational requirements necessitate greater floor-to-ceiling dimensions.
4. The height of development recognises the need for daylight and solar access to adjoining and nearby public open spaces and streets.	
5. The height of development responds to the lower scale of the East Victoria Park residential area to the north by providing a transition in scale along the northern interface.	
6. The height of buildings within Landmark Locations will support the establishment of landmarks at key locations and clearly defined entry points into the Precinct.	
7. Building heights are tailored to the large format structure of facilities responding to their non-traditional floor-to-ceiling heights.	

4.7.2 Street Setbacks

Element Objectives	Acceptable Outcomes
1. New development contributes to the desired street character, with buildings appropriately addressing the street and/or providing landscaping or publicly accessible space within street setback areas.	1. Minimum Street Setback Buildings should be set back from the street boundary to the 'Minimum Street Setback' distance specified in Section 4.6 .
2. Where permitted, tall development is suitably set back from the street to mitigate perceived bulk through restrained tower footprints.	2. Maximum Street Setback Building setbacks should not exceed the 'Maximum Street Setback' specified in Section 4.6 .
3. Buildings are sufficiently setback from the street to enable the retention of existing mature trees and support enhanced street tree planting.	
4. Efficient and coherent built form is encouraged, with multiple or excessive stepped setbacks discouraged.	
5. The setback of the development enables passive surveillance and outlook to the street.	

4.7.3 Side and Rear Setbacks

Element Objectives	Acceptable Outcomes
- Building boundary setbacks provide for adequate separation between neighbouring properties. - Building side boundary setbacks provide for the desired street character. - Development setbacks from side and rear boundaries respond to the safety, security, privacy and operational requirements of the site and adjoining properties. - The setback of development from side and rear boundaries enables the retention of existing trees and provision of deep soil areas that reinforce the landscape character of the area, support tree canopy and assist with stormwater management. - Within VP3, development setbacks from the lot boundaries respond to the need to provide for a transition in building scale to the East Victoria Park residential area to the north.	1. Minimum Side and Rear Boundary Setback Buildings should be set back from the side and rear lot boundaries to the 'Minimum Side and Rear Lot Boundary Setback' distance specified in Section 4.6, unless identified in a 'Transition Area' on Plan 2E. 2. Minimum Side and Rear Boundary Setback – Transition Area Where identified in a 'Transition Area' on Plan 2E, buildings should be set back from the side and rear lot boundaries to the 'Minimum Side and Rear Boundary Setback – Transition Area' distance specified in Section 4.6.

4.7.4 Street Frontage Design, Access and Parking

Element Objectives	Acceptable Outcomes
- Development positively enhances street appearance, activity, landscaping, pedestrian safety and comfort, and achieves good design to all public frontages. - Adequate parking, access, servicing infrastructure, and loading/unloading areas are provided to support operations without impinging on pedestrian comfort or design quality. - Street-facing development and landscape design retain and enhance the amenity and safety of the adjoining public domain, including the provision of shade. - Easy to identify and safe entries to buildings are provided, which connect to and address the public domain with an attractive street presence.	1. Street Frontage Design Plan 2C, Plan 2D or Plan 2E designates 'Street Frontage Types'. Development must adhere to the intent of the applicable 'Street Frontage Type/s' and the design requirements specified in Section 4.7.4.1 to Section 4.7.4.5. 2. Parking, Loading/Unloading Areas and Servicing Infrastructure At-grade and above-ground car parking areas and operational areas should be located, sleeved or screened to minimise visual prominence and maintain a high-quality streetscape interface. 3. Reciprocal Access Where identified on Plan 2C, reciprocal access arrangements between adjoining lots are to be provided. Access easements or agreements are to be secured at the subdivision or development stage (whichever occurs first), to the satisfaction of the responsible authority. Development that would prejudice or restrict the ability to establish or maintain reciprocal access should not be supported.

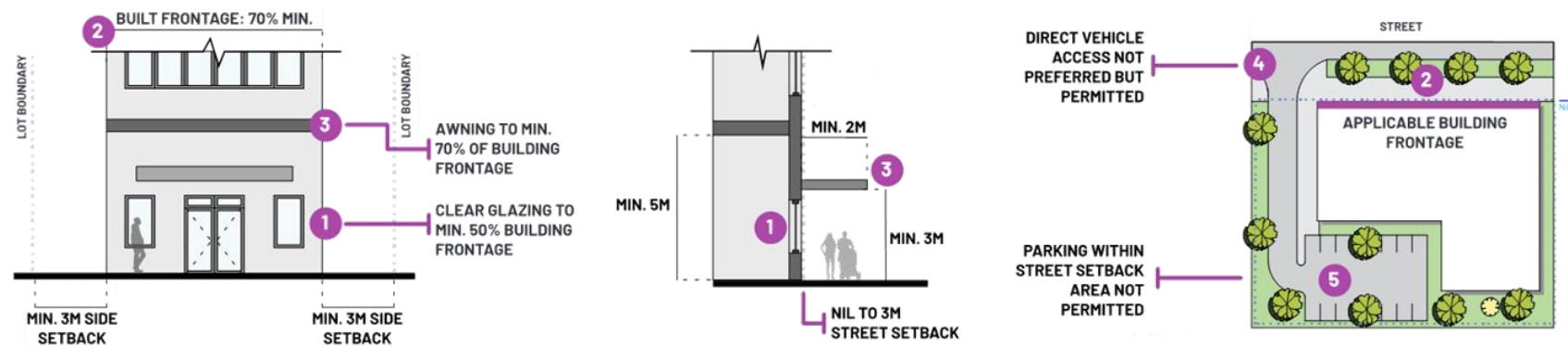
4.7.4.1 Urban Street Frontage Type

Intent

Urban Street Frontages consist of active building edges that create enclosure and contribute surveillance and business activity to adjoining streets. Buildings should frame the street and provide some level of weather protection for people in the adjoining public realm, to promote walkability to key destinations. Enhanced entrances and lobbies are encouraged to present to the street, with a high level of glazing such that business activity is visible from the public realm. Building services should be located discreetly. The preference is for access points to car parking spaces (either behind the building or within the building) to be located on secondary street frontages, where no other option exists and they are carefully placed to maximise a continuous building line for the balance of the frontage.

Development Requirements

Materials	Development is to utilise attractive, durable and low-maintenance materials that positively reinforce the intended street frontage character.
1 Clear Glazing	Buildings should be designed to incorporate the 'Minimum Clear Glazing' requirements specified in Section 3.6 .
2 Built Frontage	Buildings should be designed to incorporate the 'Minimum Built Frontage' requirements specified in Section 3.6 .
3 Awning	Buildings should be designed to incorporate awning structures in accordance with the 'Minimum Awning' requirements specified in Section 3.6 .
4 Direct Vehicle Access	Vehicle access should be located to achieve the 'Direct Vehicle Access' requirements specified in Section 3.6 .
5 Parking within the Street Setback Area	Parking areas should be located and designed to achieve the 'Parking within the Street Setback Area' requirements specified in Section 3.6 .



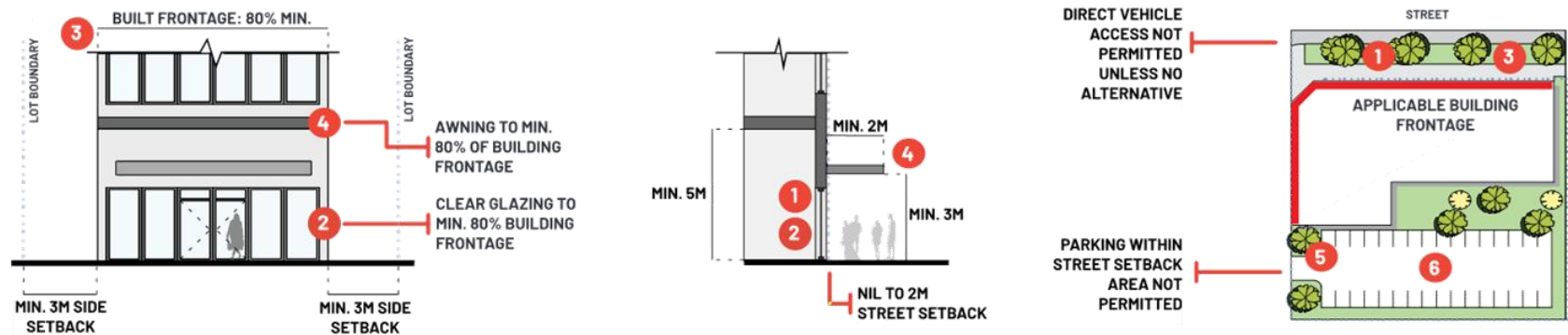
4.7.4.2 Urban Active Street Frontage Type

Intent

Urban Active Street Frontages should provide for potential trading areas and external facing business activity to interact with and support key public realm focus areas. Buildings should frame the street and provide weather protection for people in the adjoining public realm, to promote walkability to key destinations and activation of public spaces. The preference is for ground levels to contain higher activity entertainment and retail land uses that contribute to vitality. Enhanced entrances and lobbies may present to the street, but with a high level of glazing such that business activity is visible from the public realm. Building services should not be visible from the street or public realm. The preference is for access points to car parking spaces (either behind the building or within the building) to be located on secondary street frontages.

Development Requirements

Materials	Development is to utilise attractive, durable and low-maintenance materials that positively reinforce the intended street frontage character.
1 Land Use	Development should incorporate 'Additional Uses' identified in Section 4.6 , particularly at ground level.
2 Clear Glazing	Buildings should be designed to incorporate the 'Minimum Clear Glazing' requirements specified in Section 4.6 .
3 Built Frontage	Buildings should be designed to incorporate the 'Minimum Built Frontage' requirements specified in Section 4.6 .
4 Awning	Buildings should be designed to incorporate awning structures in accordance with the 'Minimum Awning' requirements specified in Section 4.6 .
5 Direct Vehicle Access	Vehicle access should be located to achieve the 'Direct Vehicle Access' requirements specified in Section 4.6 .
6 Parking within the Street Setback Area	Parking areas should be located to achieve the 'Parking within the Street Setback Area' requirements specified in Section 4.6 .



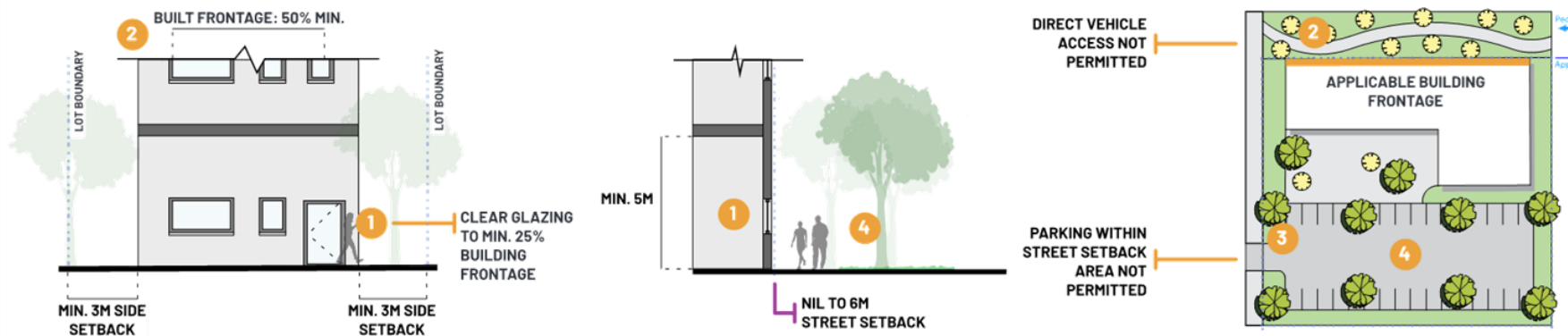
4.7.4.3 Public Access Way Street Frontage Type

Intent

Public Access Way Street Frontages consist of building edges that create enclosure and provide for passive surveillance to the adjoining public access way. Building entrances may be located on these frontages, but are not mandatory. Blank walls should be avoided. Lighting incorporated into building facades is encouraged, to increase safety and legibility of public access ways. Buildings may be setback from the frontage boundary, where it can be demonstrated that there is an improvement to public safety and amenity outcomes.

Development Requirements

Materials	Development is to utilise attractive, durable and low-maintenance materials that positively reinforce the intended street frontage character.
Clear Glazing	Buildings should be designed to incorporate the 'Minimum Clear Glazing' requirements specified in Section 4.6 .
Built Frontage	Buildings should be designed to incorporate the 'Minimum Built Frontage' requirements specified in Section 4.6 .
Direct Vehicle Access	Vehicle access should be located to achieve the 'Direct Vehicle Access' requirements specified in Section 4.6 .
Parking within the Street Setback Area	Parking areas should be located to achieve the 'Parking within the Street Setback Area' requirements specified in Section 4.6 .



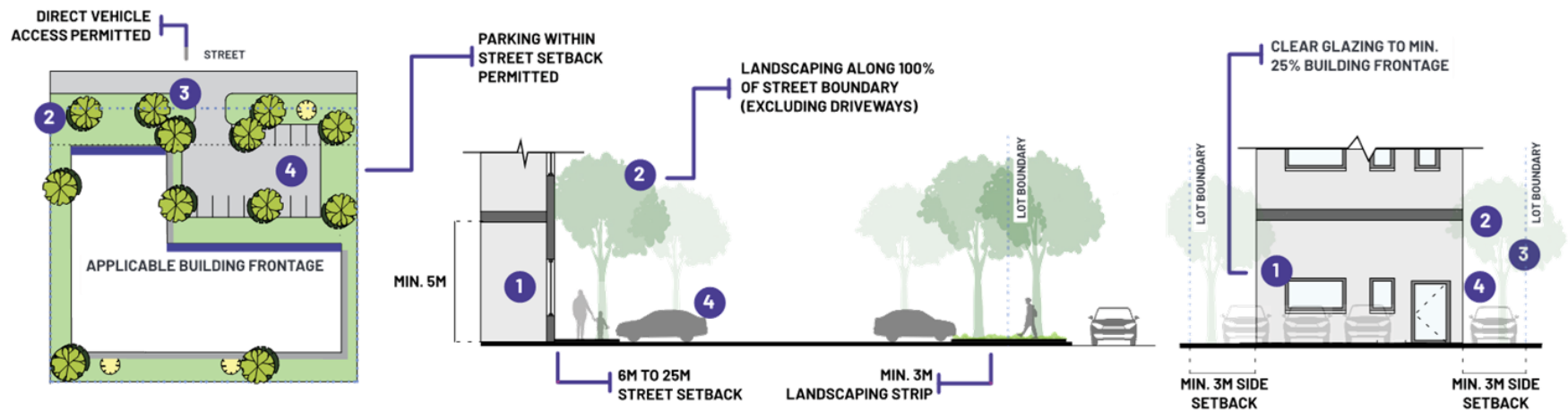
4.7.4.4 Business Park Street Frontage Type

Intent

Business Park Frontages are the predominate frontage type, where buildings are encouraged to be sited within a park-like appearance with curtilage for car parking and high quality landscaping. Car parking may be provided within the front setback, so long as clear and direct path to the building entrance is accessible from the street, and the car parking area is complemented with high quality landscaping. Buildings should provide surveillance toward the street, and blank walls beyond car parking areas are discouraged.

Development Requirements

Materials	Development is to utilise attractive, durable and low-maintenance materials that positively reinforce the intended street frontage character.
1 Clear Glazing	Buildings should be designed to incorporate the 'Minimum Clear Glazing' requirements specified in Section 4.6 .
2 Landscaping	Street frontages should be designed to incorporate the 'Minimum Landscaping' requirements specified in Section 4.6 .
3 Direct Vehicle Access	Vehicle access should be located to achieve the 'Direct Vehicle Access' requirements specified in Section 4.6 .
4 Parking within the Street Setback Area	Parking areas should be located to achieve the 'Parking within the Street Setback Area' requirements specified in Section 4.6 .



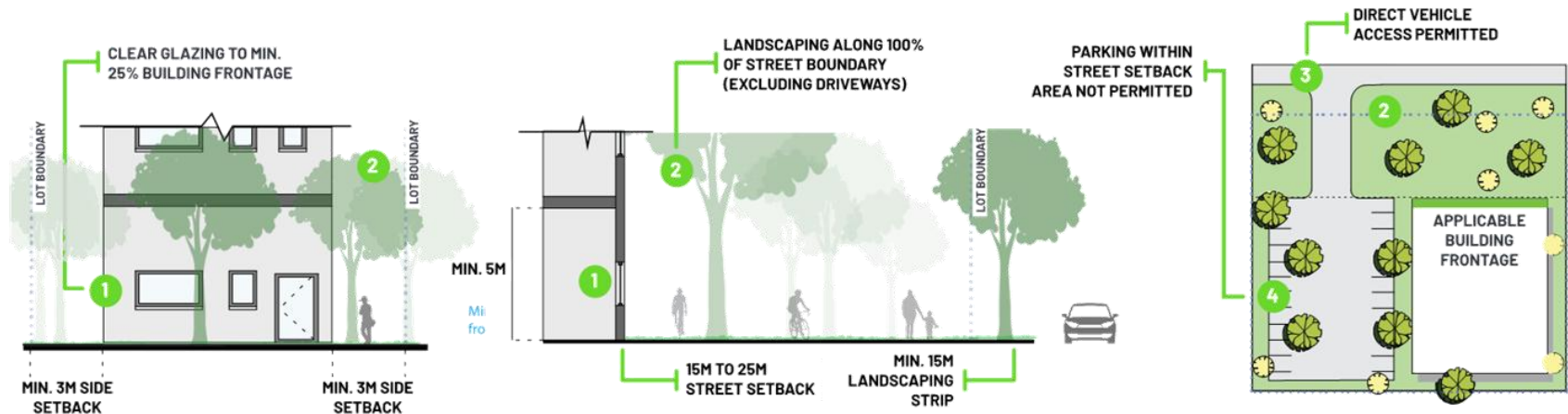
4.7.4.5 Landscape Street Frontage Type

Intent

Landscape Street Frontages are generally located in areas with large mature pine or gum trees worthy of retention, and in areas that contribute to broader local and district green (ecological) linkages. Landscape frontages are provided in areas of high visibility in order to retain and enhance the Precinct's park-like appearance, by providing for generous street setbacks with high levels of landscape amenity. Car parking should not be provided within the street setback area, although vehicle access points may be provided from the internal street network if necessary (ie. not permitted from Hayman Road or Kent Street). It is encouraged to make use of street setback areas for informal walking and recreational linkages and seating areas in addition to swales or stormwater treatment infrastructure (if required).

Development Requirements

Materials	Development is to utilise attractive, durable and low-maintenance materials that positively reinforce the intended street frontage character.
1 Clear Glazing	Buildings should be designed to incorporate the 'Minimum Clear Glazing' requirements specified in Section 4.6 .
2 Landscaping	Street frontages should be designed to incorporate the 'Minimum Landscaping' requirements specified in Section 4.6 .
3 Direct Vehicle Access	Vehicle access should be located to achieve the 'Direct Vehicle Access' requirements specified in Section 4.6 .
4 Parking within the Street Setback Area	Parking areas should be located to achieve the 'Parking within the Street Setback Area' requirements specified in Section 4.6 .



4.7.5 Landmark and Prominent Building Feature Locations

Element Objectives	Acceptable Outcomes
1. Provide distinctive and high-quality buildings that serve as visual markers and contribute to a memorable precinct identity.	1. Additional Building Height Development may incorporate taller buildings or built form elements where 'Landmark Locations are identified on Plan 2C , Plan 2D or Plan 2E , but should not exceed the 'Maximum Landmark Location Building Height' specified in Section 4.6 .
2. Accommodate taller development where it reinforces wayfinding, frames key views and strengthens the legibility of the precinct.	2. Distinct Architectural Features Buildings are to include distinct architectural features, such as prominent roof form, curved walls, artistic elements, or distinct tower features, that reinforce their landmark function.
3. Establish clear and identifiable entry points into the precinct through the placement and design of landmark buildings and prominent architectural features, supported by complementary public realm treatments.	3. Architectural Quality Buildings must achieve high architectural quality through enhanced materiality, detailing, articulation and public realm interface.
4. Ensure built form exhibits exemplary architectural quality, with heightened attention to detailing, articulation and materiality.	4. Streetscape Improvements Buildings are to incorporate streetscape improvements that enhance public amenity and reinforce the applicable 'Street Frontage Type' as described in Section 4.7.4.1 to Section 4.7.4.5 .
5. Locate landmark buildings to anchor important intersections, movement corridors and public spaces, supporting orientation and a strong sense of arrival.	5. Good Design Buildings are to achieve good design outcomes and demonstrate clear alignment with the principles of <i>State Planning Policy 7.0 Design of the Built Environment</i> .
6. Ensure landmark buildings and prominent building features are appropriately sited and designed to positively address adjoining streets and public open spaces.	

4.7.6 Landscaping

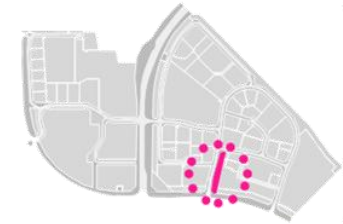
Element Objectives	Acceptable Outcomes
1. Maximise the retention of existing healthy, mature and significant trees where possible, through site-responsive planning and design.	1. Street Tree Planting and Landscaping Street frontages should be designed to incorporate the 'Minimum Landscaping' requirements specified in Section 4.6 .
2. Implement measures to improve long-term tree canopy coverage and complement with supplementary landscaping.	2. Retention of Existing Trees Developments are located and designed to prioritise the retention of existing trees that are healthy, mature and have significant ecological value.
3. Design and locate landscaping and tree planting to strengthen green links, provide for streetscape improvement and support public open space.	

4.7.7 Public Open Space Reserves

Element Objectives	Acceptable Outcomes
1. Provide high-quality public open space that supports socialisation and interaction, offers amenities for workers and visitors, and contributes to the creation of a centralised hub. 2. Ensure public open space is safe, accessible and well-connected to key destinations and movement networks. 3. Open space should be designed and located to support the enhancement of the existing green links, the Precinct's overall landscape character and the retention of existing healthy, mature and significant trees. 4. Public open space incorporation of climate-responsive planting and water-sensitive urban design measures. 5. Design public open space to support a diverse range of passive and active uses, including informal gathering, outdoor dining and flexible event spaces. 6. Integrate public open space with adjoining development and active land uses to promote active edges, passive surveillance and vibrant, people-focused environments.	1. Provision of Public Open Space At the time of subdivision and/or development, the land reserved for the purpose of 'Public Open Space' as identified on Plan 2D is to be: a) Set aside for that purpose and ceded to the relevant local government free of cost, and b) Designed and constructed to the satisfaction of the local government, generally in accordance with the requirements outlined in Section 4.7.7.1 and 4.7.7.2.

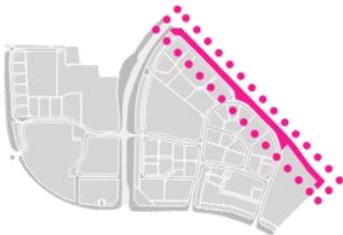
4.7.7.1 POS 4 - Pine Grove Plaza Indicative Design Concept

Intent	Indicative Location	Approx. Area
This public open space is envisioned as a distinctive, urban hub and southern gateway to the Precinct from Hayman Road. The space will contribute to the creation of a heart of the Bentley Technology Centre Precinct - a vibrant, people-focused setting where workers, residents and visitors can meet, socialise, collaborate and exchange ideas. Framed by active land uses and amenities, it will provide a welcoming, flexible and comfortable environment featuring flexible lawn areas, urban plaza, new pedestrian paths, garden beds and seating. Retained landmark pine trees, and additional shade-providing trees will provide a cool, comfortable and climate-responsive environment, and strengthen the Precinct's landscape character and green links. Traffic calming measures, including a potential Shared Space treatment, on Brodie-Hall Drive will create a cohesive pedestrian friendly and welcoming environment.	VP2, adjacent Brodie-Hall Drive	3,159m ²



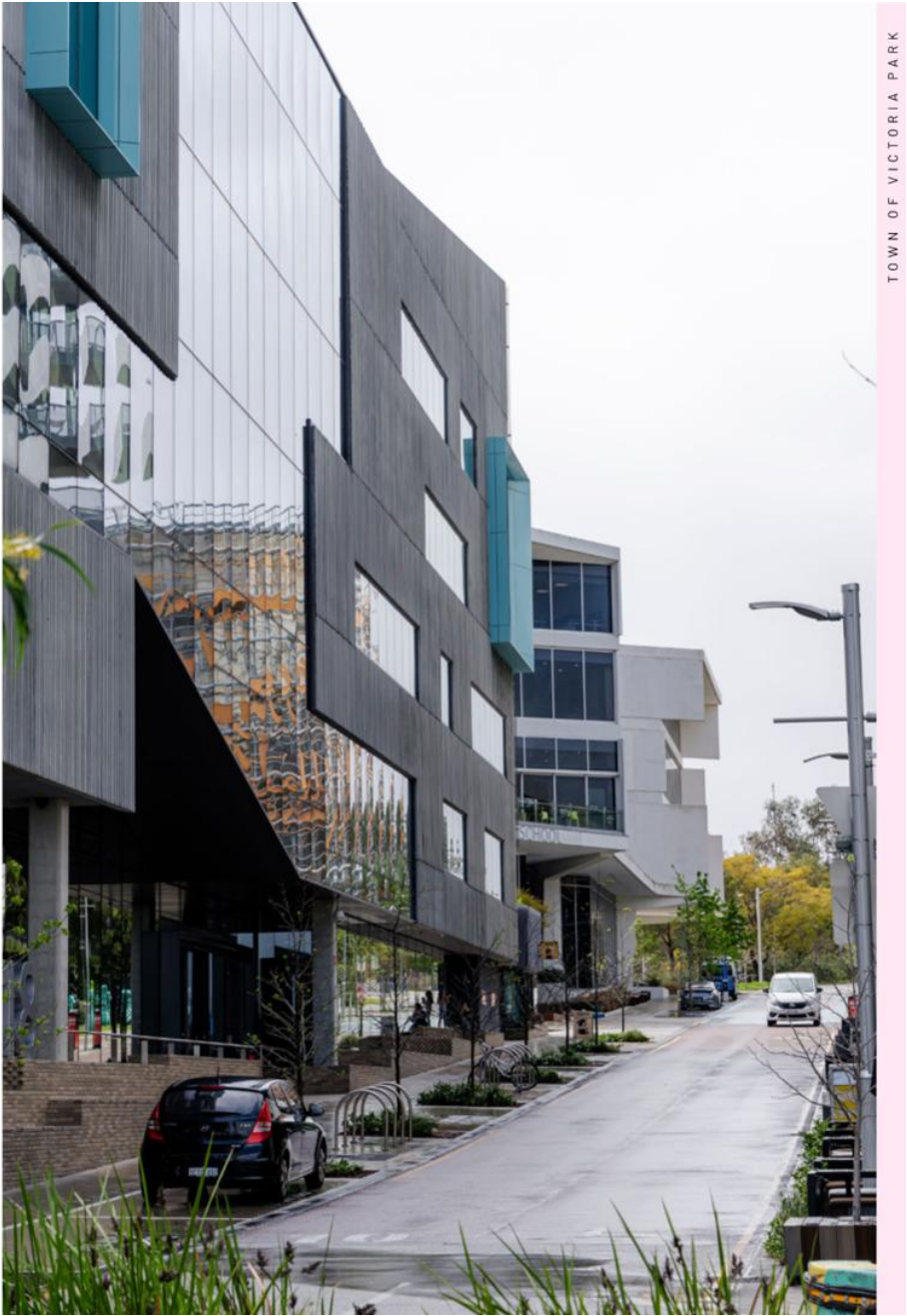
4.7.7.2 POS 5 - Green Edge

Intent	Indicative Location	Approx. Area
This linear public open space is envisioned to create a well vegetated interface and buffer between the precinct and the neighbouring residential area of East Victoria Park. The space will retain and showcase significant vegetation, including potential black cockatoo foraging habitat, while enhancing ecological value through native and climate-responsive planting. Pedestrian connectivity and amenities will enhance the space as a local park for residents and workers alike.	VP1, VP2, and VP3, along the northern boundary of the PSP area which interfaces with Jarrah Road.	1.7 ha



4.7.8 Road Reserves

Element Objectives	Acceptable Outcomes
1. Provide new internal roads that improve access and circulation within the Precinct, strengthen connections to key destinations and facilitate the closure of accessways along the southern portion of Brodie Hall Drive (west). 2. Deliver a legible and interconnected street network that enhances walkability, permeability and wayfinding. 3. Ensure new internal roads improve safety for all users through appropriate design, sightlines and movement coordination. 4. Support efficient access for service, emergency and operational vehicles through a well-structured internal road layout. 5. Integrate new internal roads with existing and planned movement networks to create a cohesive, well-connected Precinct.	1. Provision of Local Roads At the time of subdivision and/or development (whichever comes first), the land reserved for a 'Local Road' as identified on Plan 1B is to be: a) Set aside for that purpose and ceded to the relevant local government authority free of cost, and b) Designed and constructed to the satisfaction of the local government, generally in accordance with the requirements of this PSP outlined in Section 4.7.8.1 to Section 4.7.9.5.



4.7.8.1 Road 3 Indicative Design Concept

Intent	Indicative Location	Approx. Width	Street Type
Road 3 is intended to function as a new public access road, to improve connectivity and rationalise property access from Brodie Hall Drive (west). Its primary purpose is to enable lots that currently take access from Brodie Hall Drive (west) to instead obtain rear access via this new road. This will allow the consolidation and removal of crossovers from Brodie Hall Drive and support the delivery of a POS 4 along this frontage. The alignment has been designed to utilise existing driveways and parking areas, minimising disruption and reducing the need for significant property modifications.	VP2, connecting Sarich Way to Brodie-Hall Drive (east)	12m	Access Street

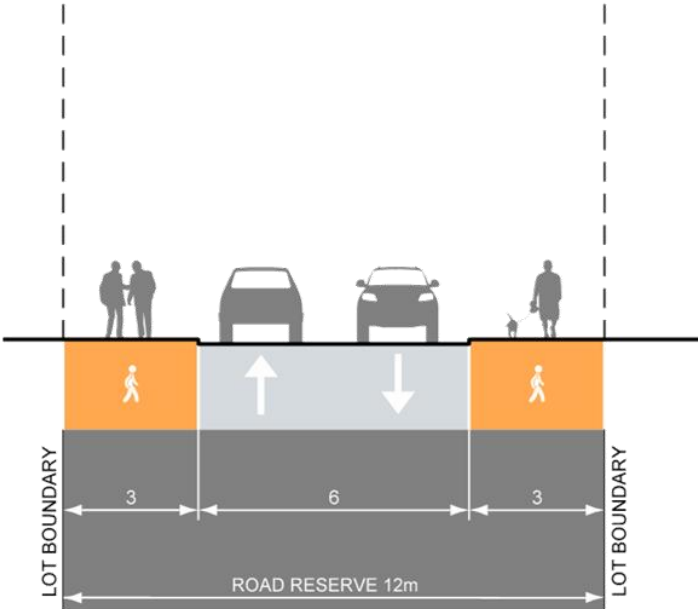


- 1 Traffic calmed shared space
- 2 New garden bed
- 3 Relocated crossover
- 4 Relocated parking
- 5 Retain landmark pine trees
- 6 New footpath
- 7 Supplementary shade canopy planting

Legend

Street Frontage Type:

Urban



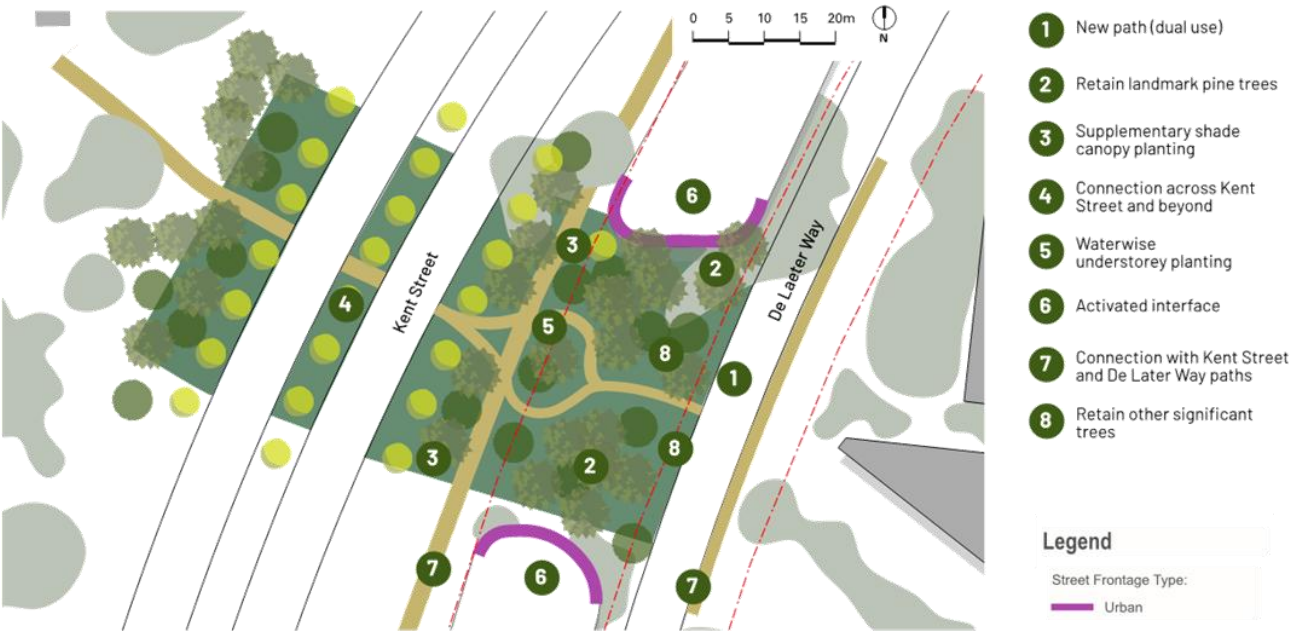
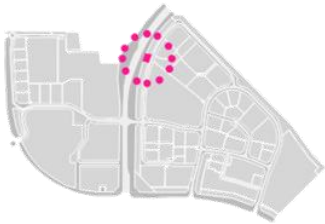
4.7.9 Pedestrian and Cyclist Connections

Element Objectives	Acceptable Outcomes
1. Provide new pedestrian and cyclist connections that improve walkability, cyclability, and strengthen access to key destinations within the Precinct and beyond 2. Deliver a safe, legible and continuous pedestrian and cyclist network that supports everyday movement and encourages active transport. 3. Enhance permeability by establishing direct, convenient and well-distributed pedestrian and cyclist routes across large landholdings and between sub-precincts. 4. Ensure pedestrian and cyclist connections integrate with public open spaces, street networks and public transport to form a cohesive and well-connected movement system. 5. Design pedestrian and cyclist routes to provide a high-quality, comfortable and accessible experience for all users, supported by shade, lighting and clear wayfinding.	1. Provision of Pedestrian and Cyclist Connections a) At the time of subdivision and/or development (whichever comes first), the land reserved for a 'Pedestrian and Cyclist Connection' as identified on Plan 2C, Plan 2D or Plan 2E is to be: - Set aside for that purpose and ceded to the relevant local government authority free of cost, and - Designed and constructed to the satisfaction of the local government, generally in accordance with the requirements of this PSP as outlined in Section 4.7.9.1. b) Where a 'Pedestrian and Cyclist Connection' is to be provided from two or more lots, each affected lot is to provide an equal and equitable share of land within the lot to achieve the required connection and is to equally share responsibility for the design, construction and funding of the connection.



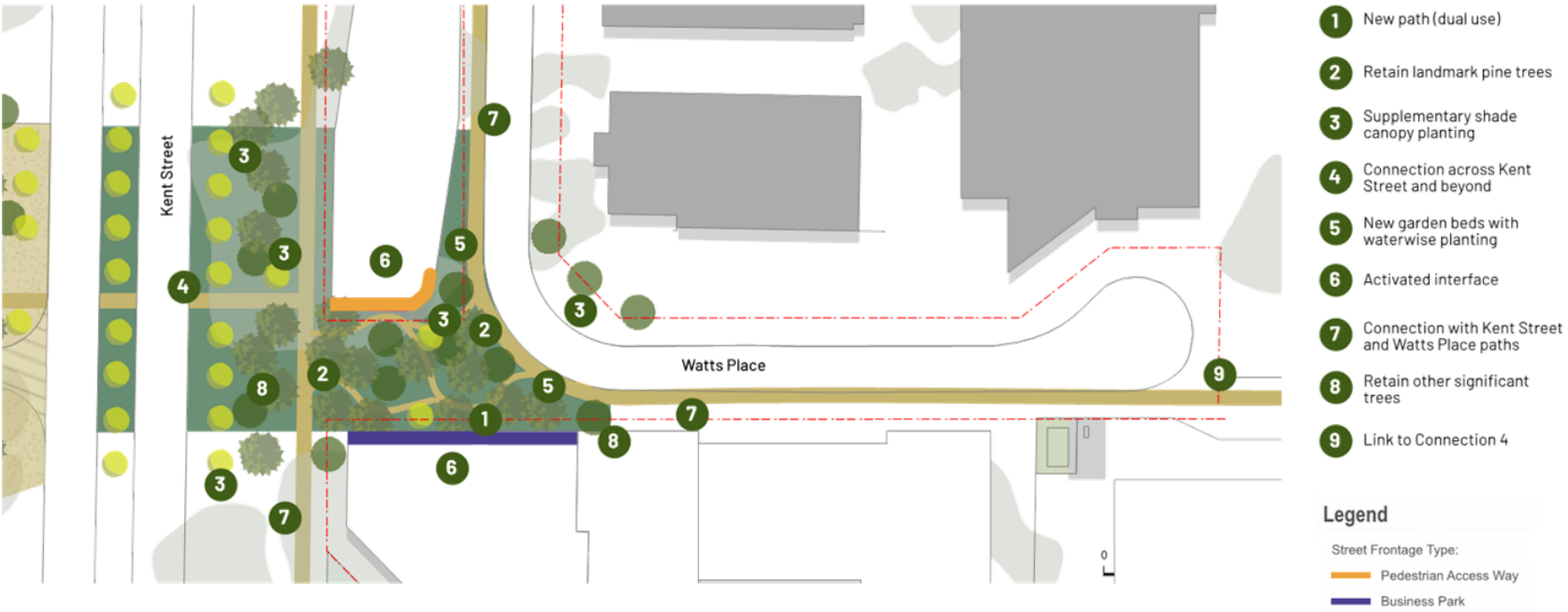
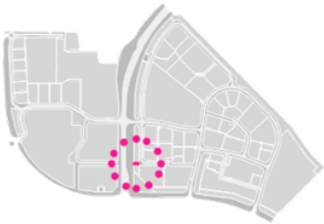
4.7.9.1 Connection 2

Intent	Indicative Location	Approx. Width
The connection is envisioned as a tree-lined, landscaped corridor accommodating a bi-directional, dual-use path, providing enhanced pedestrian and cyclist access to/from De Later Way to Kent Street, the future future mid-tier transit stop and beyond to the Department of Primary Industries and Regional Development redevelopment site. The connection will be publicly accessible and not subject to any restrictions.	VP 1, connecting Kent Street and De Laeter Way	30m



4.7.9.2 Connection 3

Intent	Indicative Location	Approx. Width
The connection is envisioned as a tree-lined corridor that incorporates retained landmark pine trees and accommodates a bi-directional, dual-use path, providing enhanced pedestrian and cyclist access from Kent Street to Watts Place and beyond. The connection will be publicly accessible and not subject to any restrictions.	VP 2, connecting Kent Street and Watts Place.	10m



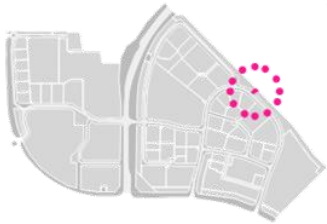
4.7.9.3 Connection 4

Intent	Indicative Location	Approx. Width
The connection is envisioned as a tree-lined, landscaped corridor accommodating a bi-directional, dual-use path, providing enhanced pedestrian and cyclist access from Watts Place to Brodie-Hall Drive. The connection makes use of the existing right-of-way (Reserve No. 49968) and will be publicly accessible and not subject to any restrictions.	VP 2, connecting Watts Place to Brodie-Hall Drive (west)	10m



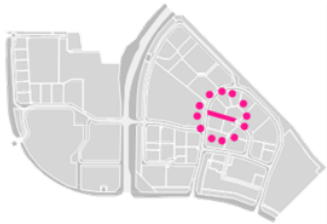
4.7.9.4 Connection 5

Intent	Indicative Location	Approx. Width
This existing connection is envisioned to be improved to become a tree-lined corridor that incorporates retained significant trees and accommodates a bi-directional, dual-use path, providing enhanced pedestrian and cyclist access from Brodie-Hall Drive to the suburb of East Victoria Park and beyond. The connection will be publicly accessible and not subject to any restrictions.	VP3, connecting the precinct to the broader movement network within the East Victoria Park residential area	10m

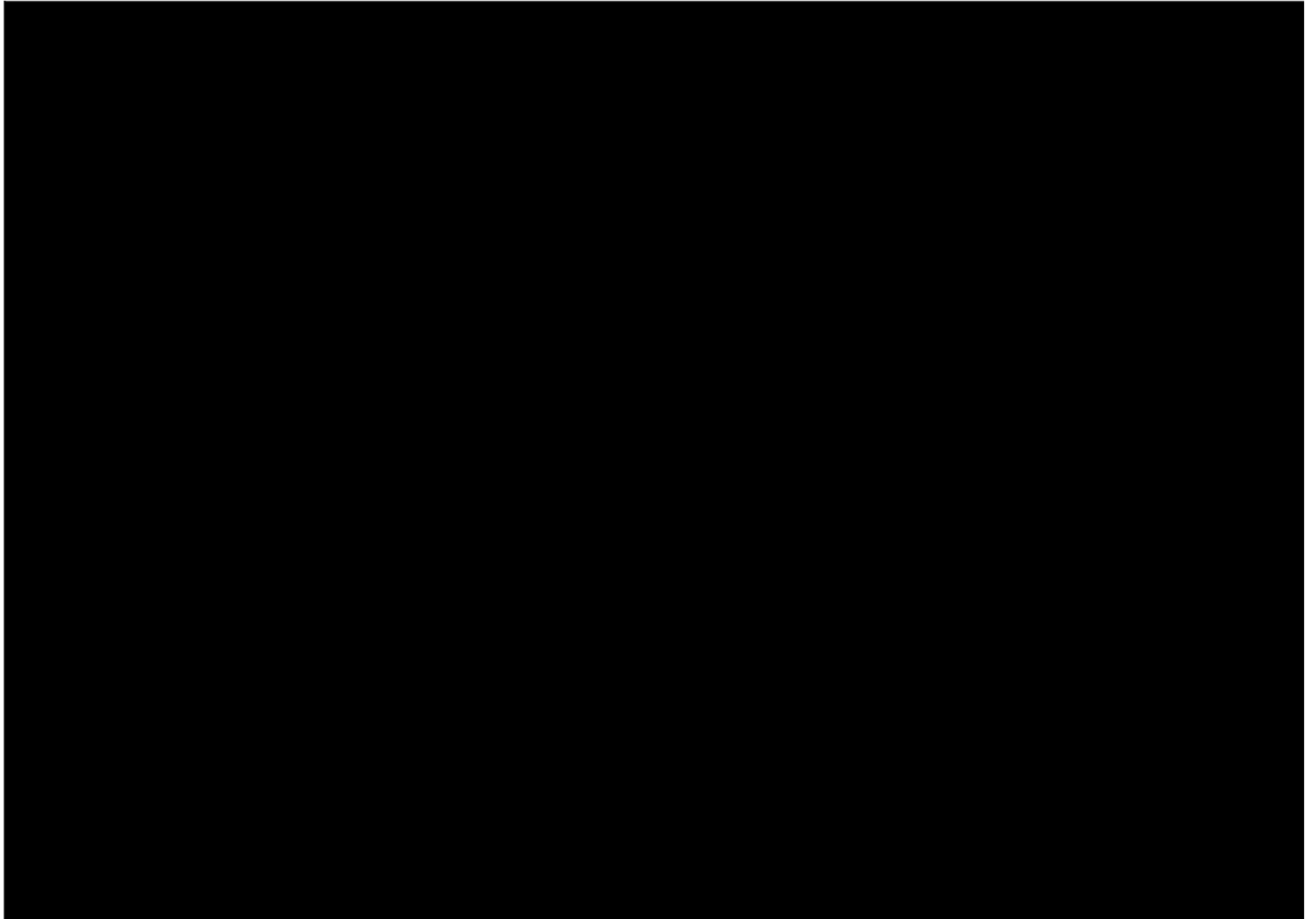


4.7.9.5 Connection 6

Intent	Indicative Location	Approx. Width
The connection is envisioned as a tree-lined, landscaped corridor accommodating a bi-directional, dual-use path, providing enhanced pedestrian and cyclist access from Brodie-Hall Drive to Parker Place. The connection will be publicly accessible and not subject to any restrictions.	VP3, connecting Brodie-Hall Drive and Parker Place.	10m







PART 2

Explanation

1.0 Introduction

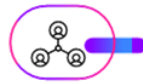
Part 2 of the PSP provides background and explanatory information that has informed the built form controls stipulated in Part 1 of the PSP. It intends to provide further information to support proponents, regulators and decision-makers with their understanding of the requirements outlined in Part 1.

This part is divided into the following sections:



Site and Context Analysis

Provides a comprehensive context analysis of the precinct, including review of the spatial and physical context, the governing planning framework, demographic considerations and economic analysis and technical considerations.



Stakeholder and Community Participation

Provides an overview of the preliminary stakeholder and community engagement process undertaken and summarises the key themes that have informed the PSP's development.



Response to Context

This section dissects the key opportunities and issues raised from the context analysis that may influence the design process and planning framework response, including recommendations and actions for elements that require further investigation or testing.



Design Response

The section provides an overview of the design philosophy and principles and key moves to establish a dynamic and innovative precinct that fulfils the vision for the PSP.



Implementation

Identifies key actions recommended to achieve the vision for the PSP.



Figure 8: Oblique Context View Looking Toward Perth CBD (depicting potential redevelopment opportunities)

2.0 Site and Context Analysis

2.1 Physical Context

2.1.1 Location

Bentley Technology Park is located within the northern portion of the Bentley-Curtin Specialised Activity Centre (**Bentley-Curtin Specialised Activity Centre**), approximately 6km to the south-east of the Perth CBD. It comprises the Technology Park West and Centre precincts, spanning approximately 53 hectares within the suburb of Kensington in the City of South Perth, and Bentley in the Town of Victoria Park, with the local government boundary divided along Kent Street.

The Technology Park West precinct is bound by the former Department of Agriculture, now Department of Primary Industries and Regional Development (**DPIRD**) redevelopment precinct to the north, Hayman Road to the south and west, and Kent Street to the east.

The Technology Park Centre precinct is bound by Jarrah Road to the north, Hayman Road to the south, the South Metropolitan TAFE to the east and Kent Street to the west.

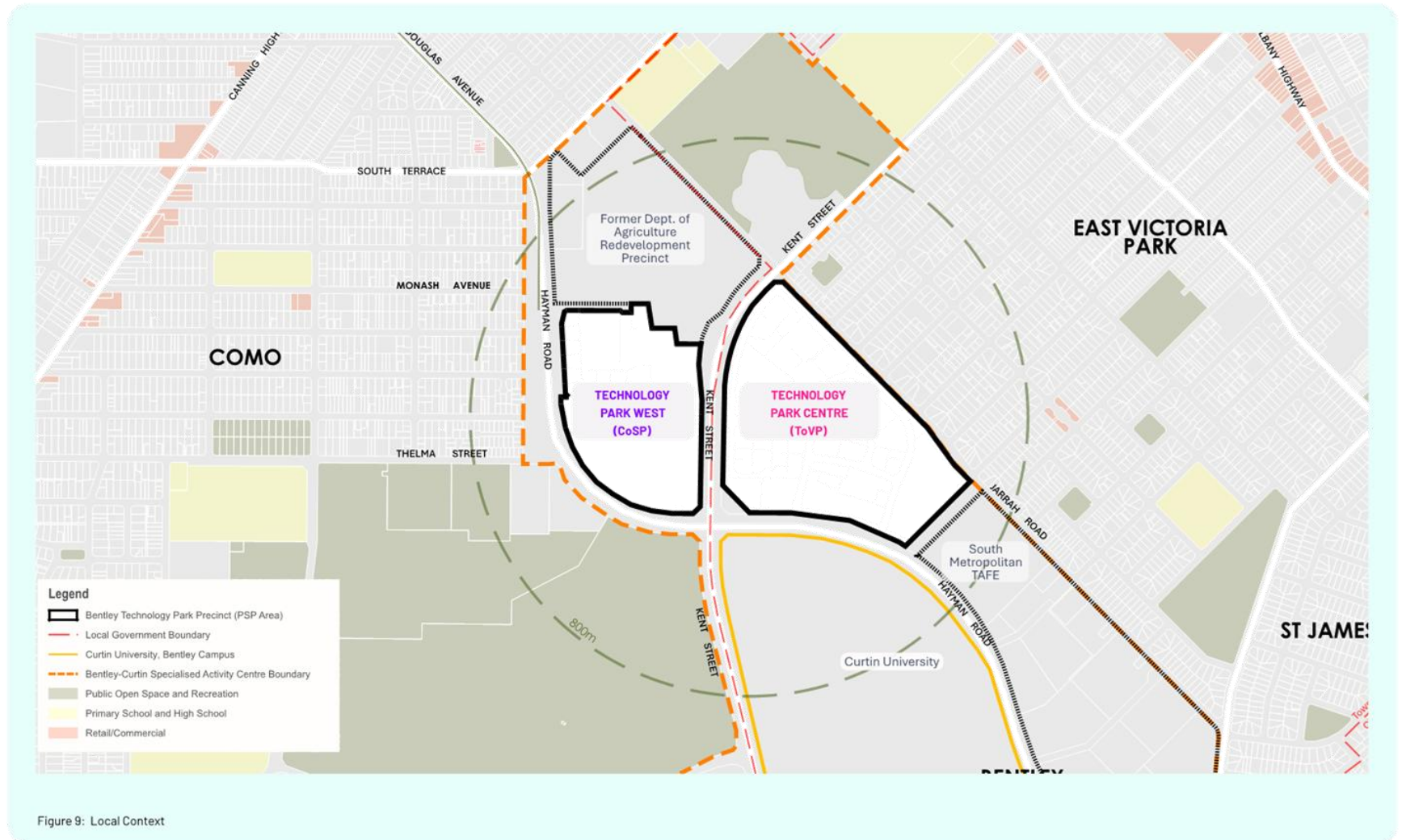
The Precinct benefits from excellent connectivity to major roads, including Hayman Road and Kent Street, that link the Precinct with the Perth CBD, the Perth Airport located approximately 8km to the north-east, key freight routes and various enterprises, institutions and nodes that complement the Precinct's operations. This includes the Curtin University Bentley campus located to the south of Hayman Road. The Precinct's connectivity and central location create a distinct competitive advantage for attracting, retaining and scaling research, development and technology-based businesses.

2.1.2 Surrounding Area and Land Uses

Bentley Technology Park is surrounded by a range of activity centres, industrial nodes, educational institutions and recreational amenities that contribute to its successful operation. The areas to the north, east and west comprise established low-density suburban neighbourhoods with public open spaces, recreational facilities, schools and local retail and commercial services, as shown in **Figure 9**.

To the south lies Curtin University's Bentley campus, a major tertiary institution and innovation hub that reinforces its strategic role and significantly contributes to the centres identity. The campus is planned for substantial growth, including new academic, research and industry-collaboration facilities, education offerings, expanded student accommodation, and improved public realm and transport connections, that will further strengthen its regional significance.

To the north of the Bentley Technology Park West precinct, the former DPIRD site has been identified as a future urban redevelopment area. The site is intended to transition into a mixed-use precinct comprising medium- to high-density residential development supported by a range of retail and recreational facilities. While formal planning has not yet commenced, the redevelopment is expected to progress in the future and once delivered, will provide a diverse range of housing options to support the operations of the precinct.



2.1.3 Tenure, Ownership and Buildings

The form and age of the existing building stock, along with the landownership arrangements within the Precinct, significantly influence its future development potential. These factors have been carefully analysed and considered in the preparation of the PSP, with the key considerations summarised below.

Age of Buildings

Many of the buildings within the Precinct were first constructed several decades ago and may be at, or nearing, the end of their functional life. As seen in **Figure 10**, several buildings, including large-scale facilities, were constructed between 1970 to 1990. Over time, various refurbishments, additions and extensions were undertaken through the late 1990s and 2000s. This ageing building stock presents opportunities for renewal, redevelopment and the introduction of contemporary, fit-for-purpose facilities that better support the future vision for the Precinct, and make better use of the land.

The precinct has also experienced recent developments such as the Pawsey Supercomputing Facility which opened in 2010, and the refurbishment of the Hub, which was completed in 2022. This newer building stock is unlikely to be redeveloped in the short to medium term.



Figure 10: Age of Buildings

Tenure Constraints and Opportunities

The precinct is made up of several privately and publicly owned lots that range in size, including significant landholdings and several smaller lots. Land within the Precinct is owned by the Commonwealth and State Government, Curtin University, and several private companies and owners, all with enterprises and investment in research, development and innovation activities as shown in **Figure 11**.

Several large sites or adjacent landholdings are under single, including several of the sites owned by the State of WA, Development WA and Curtin University. These consolidated landholdings present significant redevelopment opportunities.

Conversely, landownership in other parts of the Precinct is highly fragmented, with many smaller lots owned independently or co-owned by multiple entities under strata arrangements. This fragmentation makes land acquisition and coordinated development more complex; however, it also provides a diversity of lot sizes, supports a wide range of land uses, and an ability to accommodate various research and development type activities within larger landholdings away from public view.



Figure 11: Landownership

Key Existing Enterprises

Several major institutions currently operate within the precinct, as highlighted in **Figure 12**. These include the Pawsey Supercomputing Centre, Commonwealth Scientific and Industrial Research Organisation (CSIRO) Australian Resources Research Centre, several Curtin University research and development facilities, and NovaCina. Together, these enterprises act as key anchors and attractors, significantly contributing to the Precinct's role as a hub for science, innovation, research and development. They present opportunities to build upon their presence, strengthen connections between organisations, and foster greater collaboration across the precinct.

- Legend**
-  Bentley Technology Park Precinct (PSP Area)
 -  1 Pawsey Supercomputing Centre
 -  2 WA School of Mines: Minerals, Energy and Chemical Engineering
 -  3 Commonwealth Scientific and Industrial Research Organisation (CSIRO), Australian Resources Research Centre
 -  4 Australian Earth Science Education WA
 -  5 Swan River Trust
 -  6 Department of Biodiversity, Conservation and Attractions
 -  7 Curtin University Research and Development Facilities (Various)
 -  8 NovaCina (Bridgest Perth Pharma)
 -  9 The Hub, Bentley Technology Park



Figure 12: Key Existing Enterprises



Pawsey Supercomputing Research Centre

Pawsey Supercomputing Research Centre is an unincorporated joint venture between CSIRO, Perth's major universities and the Western Australian Government, providing infrastructure to support supercomputing applications and research primarily in geosciences and astronomy.

Pawsey is the most powerful supercomputer in the southern hemisphere and has significant opportunity for collaboration and to provide support to research and commercial applications.

Accessing and using the volume of data that Pawsey contains requires an extremely high bandwidth and consumes a large amount of electricity. Internet and power infrastructure at high volume and high stability are important for operations. Renewable energy generation and storage are topics that Pawsey are exploring, and they would support a community battery or precinct-wide coordinated power system.

Tertiary Educational Institutions

Curtin University accommodates activities that support learning and teaching, research, industry and workplace in its facilities within Bentley Technology Park, including those that support the Faculty of Science and Engineering and Faculty of Health Sciences. Curtin University have plans to expand its facilities within the Precinct. The Precinct has long-term ties with Curtin University and the Bentley TAFE, with several technology-focused research projects occurring within the Precinct. Maintaining and enhancing the relationship between educational institutions, industry and government is important for the longevity of the precinct.

NovaCina

NovaCina manufactures sterile liquid pharmaceuticals at scale and plans to expand its facility in both height and footprint to support additional production lines. Maintaining large-truck access is critical to its operations. While few of its suppliers are likely to locate in Bentley Technology Park, NovaCina is seeking stronger relationships with researchers and startups working on related products. Shared laboratory facilities outside its controlled labs could support this collaboration, alongside office space for regulatory, legal, administrative and consultant services that typically support biotech enterprises.

CSIRO Facilities

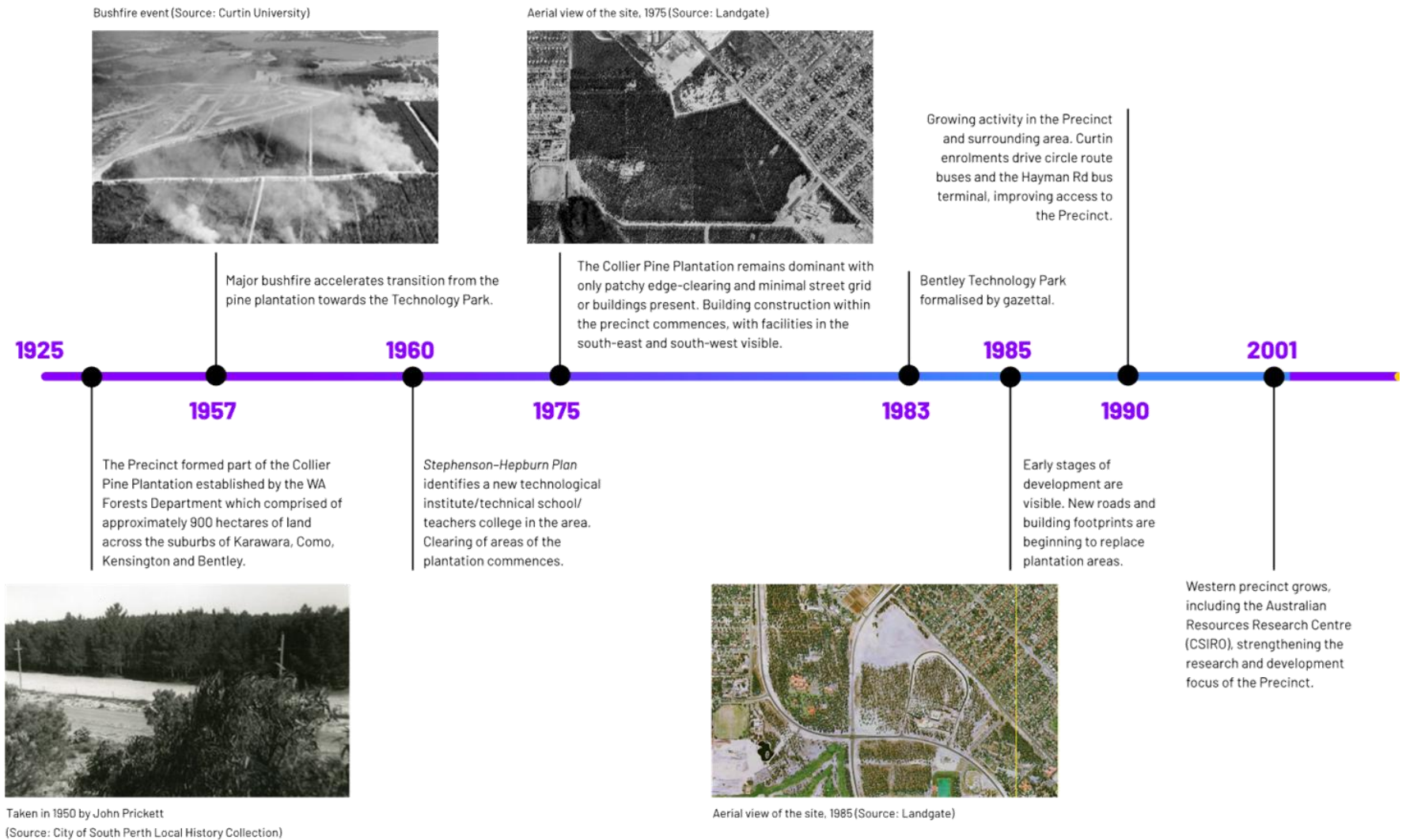
CSIRO, the Australian Government's national science agency, operates multiple facilities throughout WA, including large and currently underutilised landholdings within the Precinct. These sites present opportunities to expand their research activities and consolidate facilities located elsewhere. The Square Kilometre Array (**SKA**) project will also establish its head office in Kensington, bringing an estimated 100-person workforce. To support these organisations, flexible spaces are required that can adapt to evolving research needs, including a mix of collaborative and activity-based workspaces, as well as shared and private lab facilities that allow teams to scale their use up or down as needed.

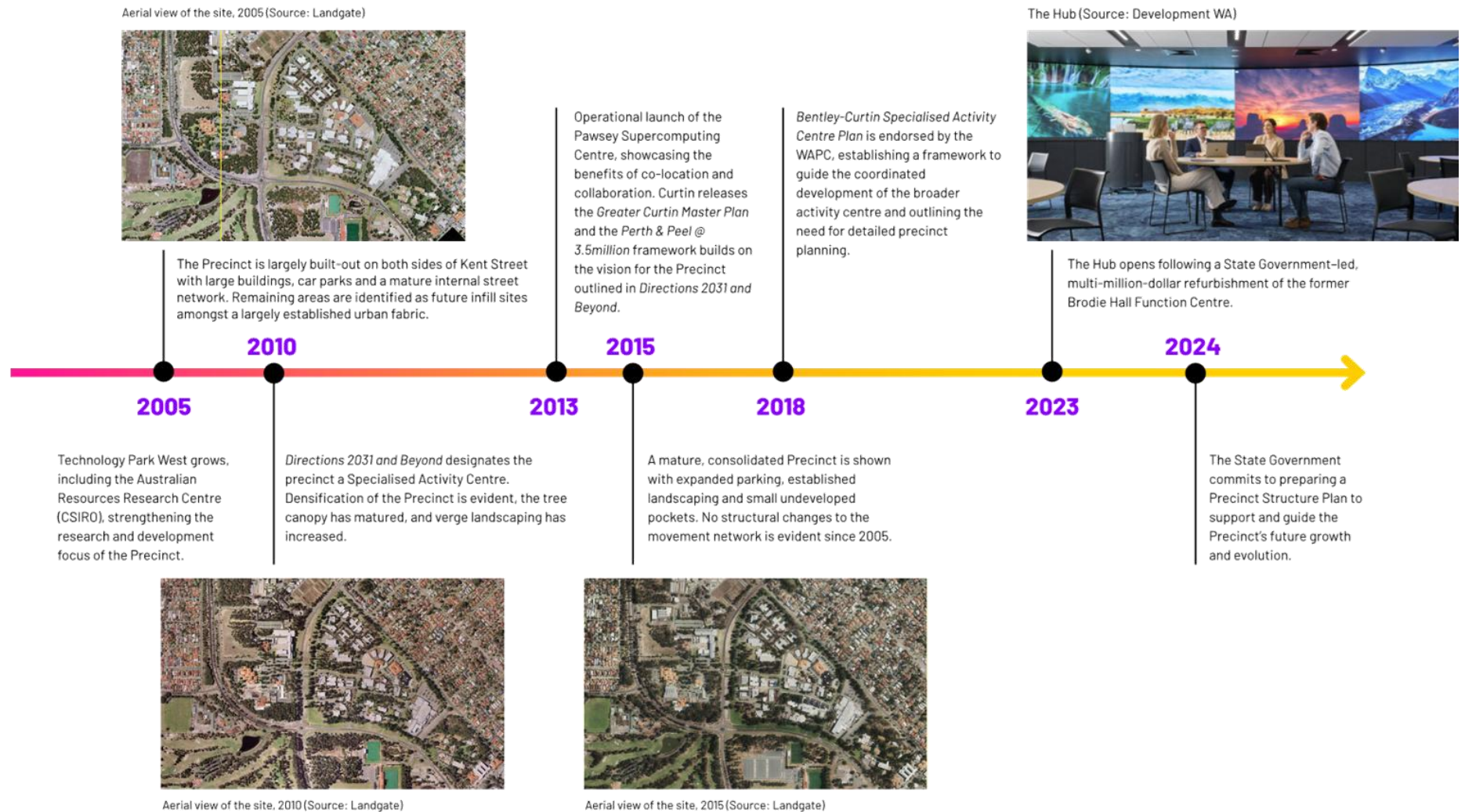


2.2 Historical Context

2.2.1 Site History

Established in 1985 as WA's first purpose-built science and innovation precinct, it has long provided enterprises and infrastructure that support the development of diverse and emerging technologies, industries and businesses. The timeline (over page) illustrates the evolution of the precinct since its establishment, highlighting key milestones in its planning, development, and transformation. It provides context for the PSP by demonstrating how successive waves of investment, infrastructure delivery, and policy direction have shaped its role, context and character over time.





2.3 Community Context

As there is currently no permanent or short-term residential population within the Precinct, community analysis specific to the Precinct itself has not been undertaken. Instead, an analysis of the broader socio-economic context of the surrounding localities of Bentley and Kensington has been undertaken using 2021 Australian Bureau of Statistics (ABS) and Profile ID data to inform the preparation of the PSP. Key characteristics are outlined in Table 9.

These demographic patterns suggest that the locality is an internationally oriented community with a large education focus, creating demand for short-stay accommodation rather than permanent housing. Bentley is strategically located near the Perth CBD, Perth Airport, Curtin University, and a vibrant residential community, positioning it well for shortstay accommodation that serves students, visiting researchers, and industry delegates. This, in turn, creates opportunities for retail, services and amenities that support both Precinct occupants and visitors, as well as the wider community, including affordable food outlets, everyday convenience shopping and student services, complemented by family-focused retail, childcare and recreation.

Key Points of Difference:

Age and life stage:

The local population is generally younger than the WA average of 38 years old. There is a strong cohort of students residing in the area in shared housing arrangements, notably Bentley. This is likely driven by the proximity to Curtin University, TAFE and other educational establishments.

Housing and tenure:

Bentley has a higher proportion of attached housing and rental tenures, whereas Kensington is characterised by detached housing and owner/mortgage tenure arrangements. These differences reflect Kensington's more family-oriented profile compared with Bentley's stronger student orientation.

Cultural diversity:

Bentley is more culturally diverse, with a greater share of residents born overseas, having parents born overseas, or speaking a language other than English at home.

Spending behaviours:

Spending behaviours are likely to differ across the two localities: student populations in Bentley typically have lower disposable incomes and higher rental costs, which channels spending towards affordable retail, food, and services; whereas family households in Kensington are more likely to direct higher household incomes toward mortgages, schooling, recreation, and lifestyle services.

Table 9: Key Characteristics (Source: Profile ID Data, 2024 and ABS, 2021)

Matter	Kensington	Bentley	WA Average (for comparison)
 Population	4,627 people	9,051 people	-
 Student Population (aged 5 – 29 years)	34.6%	41.2%	31.3%
 Median Age	38 years old	32 years old	38 years old
 Primary Age Group	10-14 years	20-24 years	35-39 years
 Average Household Size	2.6 people	2.3 people	2.6 people
 Median Household Income (weekly)	\$2,496	\$1,212s	\$1,746
 Median Rent	\$375	\$320	\$350
 Median Mortgage Repayment	\$2,600	\$1,555	\$1,950
 Household Composition	72.9% family 32.6% single 4.5% group	45.4% family 39% single person 15.6% group	71.2% family 25.4% single 3.4% group
 Tenure	69.7% owner/with mortgage 27.3% rented	30.7% owner/with mortgage 56.9% rented	69.2% owner/with mortgage 27.3% rented

Matter	Kensington	Bentley	WA Average (for comparison)
 Dwelling type	81.9% separate houses 12.4% townhouses 5.8% apartments	37.3% separate houses 48.6% townhouses 14.1% apartments	79.7% separate houses 13% townhouses 6.5% apartments
 Birthplace	72.2% born in Australia 27.8% overseas	36.9% born in Australia 63.1% overseas	66.9% born in Australia 33.1% overseas
 Language	85.8% English only 14.5% non-English language spoken at home	45.1% English only 45.2% non- English language spoken at home	72% English-only 24.8% non-English language spoken at home
 Education (Bachelor+)	44.5%	29.4%	26.3%
 Unemployment	3.7%	8.3%	5.1%
 Employment type	56.1% full time 35.9% part-time	43% full time 42.9% part-time	55.9% full-time 30.9% part-time
 Occupation (Top 3)	Professionals (37.6%) Managers (17.3%) Clerical and Administrative Workers (11%)	Professionals (19.2%) Community and Personal Service Workers (17.6%) Labourers (15.9%)	Professionals (19.2%) Technicians and Trades Workers (15.3%) Managers (12.3%)

2.4 Economic and Employment Context

The economic and employment context of the activity centre provides the foundation for understanding its current role, emerging opportunities and future contribution to the broader Bentley-Curtin Specialised Activity Centre. The economic context of the precinct has been carefully analysed, with key considerations outlined in this section, with further details found in the Needs Assessment included at **Appendix A**.

2.4.1 Technology Park Purpose

The precinct functions as a specialised innovation precinct of State significance, with an economic role that is fundamentally different from population-driven, retail and mixed-use activity centres. Its purpose is to drive research and development within key industries, providing opportunities for businesses, researchers and start-ups to collaborate and incubate export-oriented economic activity. The Precinct's existing economic base is anchored by the following key industry clusters:



**Pharmaceuticals
and medical
science: research,
development and
manufacturing**



**Mining equipment,
technology and
services**



**Radio-astronomy/
space,**



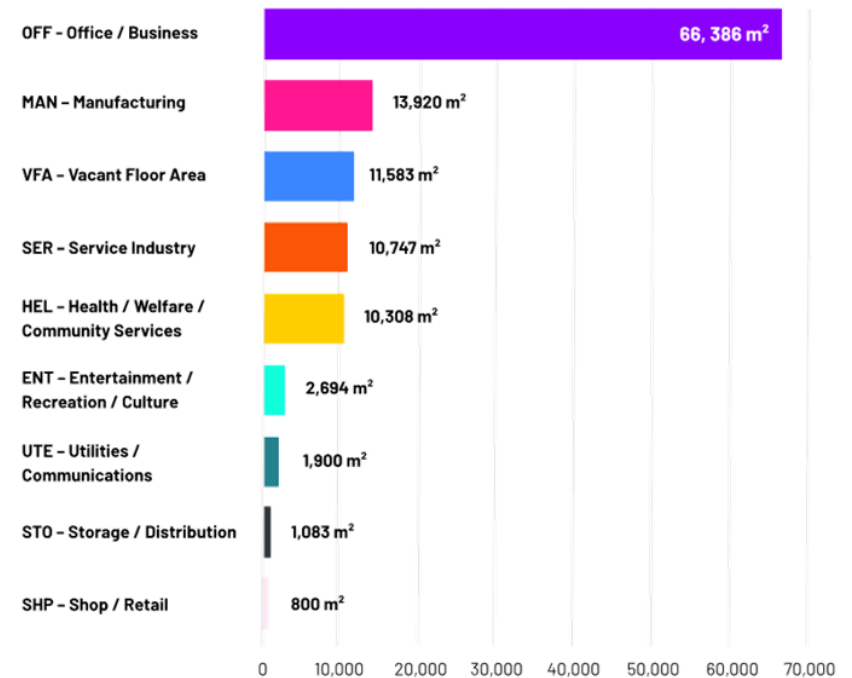
**Data science and
supercomputing**

These activities are underpinned by strategic assets such as the Pawsey Supercomputing Research Centre, CSIRO facilities, NovaCina pharmaceutical manufacturing, and Curtin University's research capabilities previously identified. There are several significant landholders within Bentley Technology Park in these clusters, including private industry, academia and government departments as previously identified.

2.4.2 Existing Land Use

The existing land uses within the precinct have been analysed to understand the existing context and assess projected land use growth. This shows a clear dominance of Office / Business type land uses throughout the precinct, and low levels of Shop / Retail amenities that are needed to support and complement the precinct's primary operations.

Figure 13: Existing Land Uses



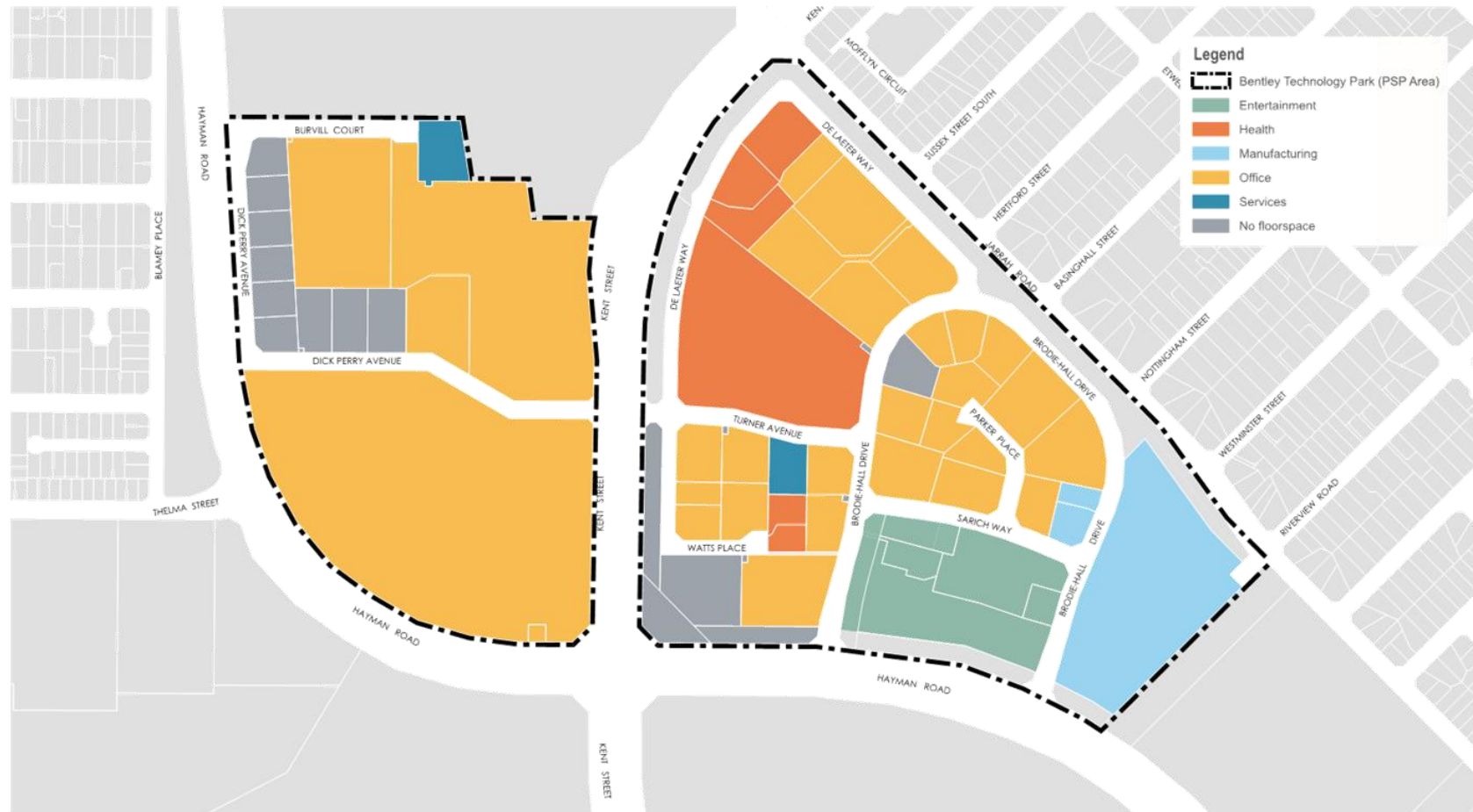


Figure 14: Existing Land Use

2.4.3 Success Factors of Innovation Precincts

Current literature was examined to consider the key factors that influence the development and success of innovation precincts. The research identified six key factors, outlined in **Table 10**.

The precinct has been assessed against these factors to identify opportunities for the future. This assessment reveals that some of the key success factors of a high-performing innovation precinct are already present; however, there are several opportunities that could be pursued to support the successful development and growth.

Table 10: Success Factors of Innovation Precincts

Success Factor	Description	Precinct Opportunities
Location and Spatial Configuration 	- Location and spatial structure are critical to success. Innovation districts perform best in well-connected urban areas with strong transport links, diverse housing, proximity to research institutions and high-quality public spaces. - Compact, walkable environments foster knowledge spillovers. - Formal mechanisms for collaboration maximise benefits.	- Provide new connections to improve walkability, compactness and accessibility to mid-tier transport. - Enhance linkages with surrounding precincts. - Improve pedestrian and cyclist comfort and safety.
Infrastructure and Amenities 	- Innovation precincts thrive when they combine advanced infrastructure (transport, ICT, research facilities) with lifestyle amenities (culture, recreation, green spaces). - A high quality of place, featuring lifestyle amenities and a vibrant urban environment, is critical to attracting knowledge workers and fostering growth.	- Other retail and shop amenities. - Additional childcare capacity. - Public green space with a range of amenities for users.
Governance and Leadership 	- Successful innovation precincts rely on collaborative governance that brings together government, industry, academia, and the community under a shared vision. - Strong leadership, often through a dedicated management organisation, is essential to coordinate activities, provide shared services, and foster a connected community.	- Stronger leadership in bringing together stakeholders in the Precinct, and facilitating collaboration. - Clear governance framework with a central coordinating body to support growth.
Industry Mix and Specialisation 	- Development trajectory is significantly impacted by the industries and firms that make up the precinct. Some precincts specialise in a single sector, and others adopt a more diverse approach. - Precincts benefit from an industry mix that fosters synergies and cross-pollination of ideas. The optimal composition depends on regional context and should build on unique assets and strengths.	- Clarifying the focus of the Precinct. - Diversifying with complementary and compatible land uses that provide amenity and support industry collaboration.
Social Networks and Culture 	- Strong social networks and a collaborative culture within an innovation precinct is crucial for fostering innovation. - Creating opportunities for formal and informal networking is essential. Shared spaces, events, and programs have important roles in facilitating knowledge exchange and collaboration.	Providing greater social spaces and other collaborative elements to build 'local buzz'.
Policy and Support Mechanisms 	- Targeted policies and investments are vital to their growth. - Support typically includes research and development funding, tax incentives, skills and training programs, start-up support, and enabling infrastructure. - Effective policies should be responsive to local conditions and build on existing strengths, while avoiding approaches that stifle innovation.	- Targeted growth and investment in key industries for research and development. - Removing restrictive covenants that limit development. - Flexible planning controls. - Application of the 'Collective Impact Model'.

2.4.4 Economic Growth Opportunities

Key Development Priorities

To support research and industry growth, the precinct requires enhanced enabling infrastructure and amenities to make it more attractive, functional and competitive. The following key development priorities were identified as an outcome of the economic assessment and associated stakeholder engagement undertaken as part of the investigations, which have informed the development of the PSP.



Shared-use laboratories:

Affordable, flexible labs and office space that can adapt to different research and industry needs, supporting international collaboration and evolving technologies.



Renewable energy and battery infrastructure:

Precinct-wide systems to generate, store, and share energy efficiently between users.



Streetscape and layout:

Current wide streets, large setbacks, and car-focused design limit pedestrian activity. Best practice precincts prioritise walkability, compact urban form, centralised parking, and shared infrastructure.



Retail and services:

A greater mix of restaurants, cafés, and shops should meet the daily needs of the workforce and visitors, without duplicating Curtin University's retail offering.



Childcare facilities:

Existing childcare is at capacity and not flexible enough for diverse work schedules. Expanded, more adaptable childcare options for a wider age range would better support working parents.



High-speed internet and bandwidth:

Essential for data-intensive fields like supercomputing and radio-astronomy.



Waste and emissions management:

Shared facilities for safe, cost-effective handling of chemical waste, emissions, and other by-products, reducing barriers for businesses and researchers.



Medium-stay accommodation:

Apartment-style accommodation is needed to support visiting researchers, academics, and conference delegates



Pedestrian connections to Curtin:

Direct, safe pedestrian connections, preferably via grade-separated crossings, are essential to strengthen integration with Curtin's main campus.

Economic Growth Potential (Short to Medium Term)

Future land use and development within precinct is driven by the need for facilities that will support further research, development and innovation activities based on market-driven opportunities. Short to medium term land use floorspace, built form and locational considerations have been considered in consultation with tenants who are the cornerstones of industry clusters within the precinct. These considerations are outlined in **Table 11**, and have informed the development of the PSP.

Employment estimates for most of these uses are not available and likely to fluctuate according to research need, however pharmaceutical manufacturing can be expected to support up to 1,000 employees following expansion, and radioastronomy through the SKA project is expected to house 100 employees.

Table 11: Short to Medium Term Development Opportunities

Facility	Description	Size / Built Form Considerations	Potential Location
Apartment Style Accommodation	Accommodation to support visiting professionals and researchers that may need to stay a number of months, or for overnight stays associated with institutional events and conferences.	6 to 10 storeys, indicative. To be market led	Adjacent to Hub
Medical Manufacturing	Support expansion of current pharmaceutical manufacturing capabilities.	Up to 3 storeys	Expansion of existing site/s
Laboratory space	Flexible medical / pharmaceutical laboratories that allow for both commercially confident and shared use applications.	High ceilings, ~200m ²	East of The Hub Centrally located, either side of Kent St
Shared office space	Provide opportunity for support services related to pharmaceutical activities, workers involved with temporary projects and a space for start-ups.	Integrated shared space with access to lobby in broader office building	Near the Hub Northeast of the Precinct
Childcare	Expansion of current services and additional services including after school care for younger and older children	Generally 2,000m ² sites	Expansion of existing site
Greenhouses	Potential transfer of use for key stakeholder	Similar scale to existing uses	Technology Park West
Shared laboratory space	Shared use laboratories that include some larger spaces to support flexible application across multiple uses	~700m ² warehouse type use	Centrally located, either side of Kent St
Digital Manufacturing	Opportunity to support the SKA with components design and manufacturing	large format warehouse type facility connected with office space	Centrally located, either side of Kent St
Supercomputing	Opportunity to support the Square Kilometre Array and related researchers from around the world; opportunity to support growing diversity of applications for Pawsey super computer	Typically large warehouse type facility connected with office space	West of Kent St
Battery network and power storage	Opportunity to create a local renewable power network	-	Precinct wide
Connection with Curtin	Improve connection between the Precinct and Curtin campus to support greater knowledge sharing and spillover opportunities between key stakeholders.	New street or walking/ cycling connections	Connection from the Hub through to Curtin across Hayman Road

Economic Growth Potential (Long Term)

Modelled growth scenarios for the Precinct have been benchmarked against high-intensity innovation precincts across Australia. Three scenarios (conservative, moderate, and high growth) have been tested, with the associated projected floorspace and employment outcomes summarised in **Table 12**.

It should be noted that accommodation uses (permanent and short-stay) are not reported, as their employment generation varies significantly between residential and short-stay formats.

Key findings are summarised below:

Floorspace and employment growth:

There is capacity to accommodate between 19,652 m² and 175,429 m² of additional floorspace in the long term, supporting 561 to 4,564 additional employment opportunities.

Growth sectors:

The largest growth is expected in health, welfare and community services (up to 96,356 m²) through medical research and life sciences, followed by office/business uses (up to 44,398 m²) supporting research, administration, research and development and corporate functions.

Table 12: Estimated Floorspace and Employment Growth (Source: Pracsys, 2024)

Land Use Type	Conservative Growth		Moderate Growth		High Growth	
	Floorspace (m ²)	Jobs (FTE)	Floorspace (m ²)	Jobs (FTE)	Floorspace (m ²)	Jobs (FTE)
Entertainment/ Recreation/Culture	0	0	318	5	1,096	18
Health/Welfare/ Community Services	8,517	177	89,329	1,856	96,356	2,002
Manufacturing/ Processing/ Fabrication	395	7	783	14	4,065	74
Office/Business	6,576	319	34,060	1,652	44,398	2,153
Primary/Rural	0	0	0	0	92	2
Service Industry	1,012	15	4,646	69	4,742	70
Shop/Retail	767	30	1,307	51	2,945	114
Storage/ Distribution	2,385	13	3,584	19	11,724	64
Utilities/ Communications	0	0	0	0	10,103	66
Total	19,652	561	134,028	3,666	175,429	4,564

2.5 Precinct Character

The precinct's character is influenced by its existing built form, landscape setting, the quality of its streetscapes and the role of major institutions.

Large-Scale Institutional Built Form

The precinct's character is defined by its large-scale institutional built form, with expansive building footprints, generous setbacks and a functional, campus-like environment that reflects its specialised operational needs. This built form creates a distinctly institutional identity, shaping the precinct's visual presence and influencing movement, landscaping and the overall urban structure.



Image 1: DBCA, 17 Dick Perry Ave, Kensington
Image 2: Tronox, 1 Brodie-Hall Dr, Bentley
Image 3: WA School of Mines: Minerals, Energy and Chemical Engineering
Image 4: Pawsey Supercomputer, 1 Bryce Ave, Kensington
Image 5: Curtin University Aquatic Research Lab, 1 Turner Ave, Bentley
Image 6: CSIRO Australian Resources Research Centre, 26 Dick Perry Ave, Kensington WA
Image 7: NovaCina

Supporting Commercial Areas

The large-scale institutions are complemented by supporting commercial and business areas, particularly within the Technology West Centre precinct. These areas comprise smaller-scale buildings on more compact lots, creating a finer-grain, office-focused environment. They accommodate complementary uses such as offices, service providers and everyday amenities, including postal and business functions, enhancing the precinct's accessibility and activity while contributing a distinct commercial character.



Bentley Technology Precinct | Precinct Structure Plan



- Image 1: Ausvolt Building, 24 Brodie-Hall Drive, Bentley
- Image 2: SynGenis, 14 Brodie-Hall Drive, Bentley
- Image 3: The Hub, 2 Brodie-Hall Dr, Bentley
- Image 4: Advanced Care, 1 Watts Place, Bentley
- Image 5: Curtin Learning and Teaching, 6 Sarich Way, Bentley
- Image 6: Child Care Centre, Brodie-Hall Drive
- Image 7: Australian Post, De Laeter Way
- Image 8: Motium, 14 Brodie-Hall Drive

Car-Oriented Streetscape and Movement Network

The precinct's streetscape and movement network are strongly car-oriented, with wide road reserves, multiple crossovers and limited pedestrian and cyclist infrastructure, resulting in an environment that prioritises car movement over walkability, cyclability, comfort and legibility. Parked vehicles, both on-street and within front setback areas, dominate most streetscapes and significantly shape the precinct's overall street character.

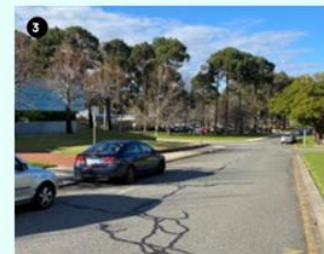
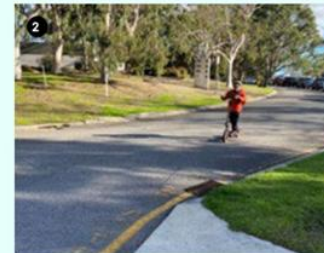


Image 1: Brodie-Hall Drive West, facing east

Image 2: De Laeter Way and Brodie-Hall Drive West Intersection

Image 3: Brodie-Hall Drive West, facing south

Image 4: Dick Perry Avenue, facing west

Image 5: Kent Street, facing south

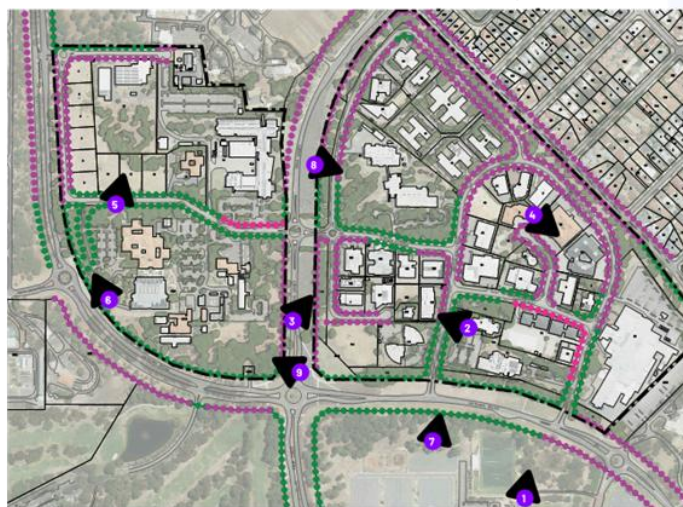
Image 6: Burville Court, facing east

Image 7: Parker Place

Image 8: Brodie Hall Drive, facing north

Green Links and Landmark Pines

The precinct's landscape character is defined by strong green frontages along Kent Street, Hayman Road, and Jarrah Road, east-west landscape links along Turner and Dick Perry Avenues, and a north-south green link along Brodie-Hall Drive (West). Mature and landmark pine trees provide a unifying visual identity throughout, reinforcing the precinct's 'green campus' feel and acknowledging its historical context as a former pine plantation. Tree-lined streetscapes, a mature canopy and generous verge setbacks create a landscaped environment that is distinctive within its inner-city context. Together, these elements contribute to a cohesive, green and shaded landscape setting within which buildings are nestled.



- Legend**
- Bentley Technology Park (PSP Area)
 - Predominantly remnant plantation pine trees
 - Predominantly mixed Australian & local native trees
 - Predominantly exotic deciduous trees



- Image 1: Hayman Road Landscaping
- Image 2: East-West Landscaping Strip, north of Turner Avenue
- Image 3: North-South Landscaping Strip along Kent Street (East)
- Image 4: Landscape Strip between Jarrah Road and Brodie-Hall Drive, facing east, slight level difference
- Image 5: Landmark Pine trees, facing north along Dick Perry Avenue
- Image 6: Landmark Pine Trees, along internal accessways
- Image 7: Brodie-Hall Drive Tree-Lined Entry
- Image 8: Landscape on Curtin University Site
- Image 9: Landscape Entry

Large Setbacks Dominated by Car Parking

The precinct's character is shaped by large building setbacks that create a dispersed, open urban form dominated by at-grade car parking. These expansive setbacks and parking areas prioritise vehicle access and movement, reinforcing the precinct's car-oriented character and resulting in limited street enclosure, reduced pedestrian amenity and building entries that are often difficult to identify or navigate.



Image 1: Horizon Power, Brodie-Hall Drive Frontage

Image 2: Horizon Power, Parker Place Frontage

Image 3: Harvest Technology, 9 Watts Place

Image 4: NovaCena, looking west

Image 5: The Hub, 2 Brodie-Hall Drive, Bentley

Image 6: CSIRO, 26 Dick Perry Avenue, Kensington

Image 7: Tronox, 1 Brodie-Hall Drive, Bentley

Image 8: Boston Gardens Building, 16 Brodie-Hall Drive, Bentley

2.6 Environmental Context

The environmental context of the precinct significantly influences the potential for future development. Analysis of key environmental considerations has informed the development of the PSP, with key findings summarised below. For further information, refer to the Environmental Assessment Report (EAR) included at **Appendix B** and the Local Water Management Strategy (LWMS) included at **Appendix C**.

2.6.1 Landform and Soils

Topography is gently undulating, sloping from the highest point in the north-west of the precinct (28m AHD) at the intersection of Burville Court and Bryce Avenue, to the lowest point in the south near the existing Water Corporation drainage basin located at the corner of Hayman Road and Kent Street (6m AHD).

The Precinct is located on the Swan Coastal Plain and forms part of the Bassendean Dune System. The surface geology of the site comprises Bassendean sand which is described as mid Pleistocene Bassendean sand, fixed dunes inland from coastal dune zone, non-calcareous sands, podsolised soils with low-lying wet areas (Source: Geoscience Australia 2024).

2.6.2 Acid Sulfate Soils

Acid Sulfate Soil (ASS) risk mapping from the Department of Water and Environmental Regulation (DWER) indicates a 'moderate to low risk of ASS occurring within 3m of the natural soil surface' across the precinct. Further assessment, and potentially management measures, may be required at subdivision or development stage where soil disturbance exceeds 100m³ below the natural water table or involves lowering of groundwater levels. Given existing groundwater depths across the precinct, it is unlikely future development will trigger these conditions. Nonetheless, groundwater levels and ASS risk should be confirmed through future geotechnical investigations.

2.6.3 Contaminated Sites

The DWER online Contaminated Sites Database shows that there is a registered contaminated site (Site No. 37632) within the north-western portion of the precinct (Lot 18 on Plan 24428). The 32m² site located north-west of the Pawsey Supercomputing Centre, contains a transformer with hydrocarbons present in soils at a depth of approximately 1 to 2.5 m below ground level. The site was classified as 'remediated for restricted use' in August 2023.

Based on the available information, the site appears suitable for continued commercial or industrial use. However, further assessment would be required prior to any change to a more sensitive land use (e.g. short-stay accommodation or childcare). If groundwater abstraction is proposed, analytical testing should be undertaken to confirm suitability for the intended use.

A desktop assessment of current and historical activities on the site and surrounding areas was undertaken using historical aerial imagery to identify potential sources of contamination. Potentially contaminating land uses and activities within or adjacent to the precinct include historical pine plantation irrigation, market gardening, the importation of fill associated with construction activities, and refurbishment and/or demolition works that may have disturbed asbestos-containing building materials. If a landowner suspects or discovers contaminants like those listed above, consideration should be given to the regulatory requirements under the Contaminated Sites Act 2003 and related guidelines.

2.6.4 Flora and Fauna

Vegetation within the precinct has been largely cleared, with existing cover primarily comprising landscaped areas and introduced species, including pine trees. No threatened ecological communities or conservation-significant flora or fauna have been identified. Given the highly cleared, and developed nature of the precinct and its disconnect from large tracts of intact native habitat, it is considered highly unlikely that any such values are present.

Approximately 16.5 hectares of land across the precinct contains scattered mature trees (native and introduced) which may provide potential habitat for Carnaby's, Baudin's and Forrest Red-tailed black cockatoos, which are identified as endangered or vulnerable species. Refer to **Figure 14**. Evidence of foraging activity and species calls was recorded during the site visit. The quality of the foraging habitat identified within the survey area was assessed and scored a 10, which is considered high-quality. No breeding hollows were identified, despite the presence of marri trees, which are a common black-cockatoo breeding tree. Notwithstanding this, there may be potential black cockatoo breeding trees present in the precinct and this should be further investigated in future stages of development. This represents a key environmental consideration for future subdivision and development, presenting both a constraint and an opportunity to retain mature canopy trees and enhance habitat through supplementary planting.

Targeted black cockatoo habitat assessments should be undertaken in unsurveyed areas where vegetation clearing is proposed. Clearing may require approval under relevant State and Commonwealth legislation. Early engagement with regulatory agencies is recommended to support future redevelopment planning and ensure compliance.

2.6.5 Bushfire

A search of Department of Fire and Emergency Services' (DFES) Map of Bushfire Prone Areas identified that the majority of Precinct is not located within an area that is prone to bushfire risks. Only the most northern tip of the Bentley Technology Centre precinct has been mapped within a 'bushfire risk prone area 1' that is associated with the Kensington Bushland reserve to the north. This bushfire risk is unlikely to impact the development potential of the precinct, including the impacted land.

2.6.6 Water

The Perth Groundwater Map (DWER, 2025) indicates that the maximum groundwater level beneath the precinct ranges from 7m AHD at the eastern boundary to 5m AHD along the western boundary as shown in Figure 35. Groundwater flows in a westerly direction beneath the site towards the Swan River. Depth to groundwater beneath the site varies from approximately 3m below ground level (mBGL) to 22 mBGL depending on the location.

Salinity is estimated to vary from approximately 250 to 500 mg/L which is classified as fresh and considered suitable for garden bores / irrigation. There is a low risk of iron staining from the groundwater.

Due to the depth to groundwater, it is unlikely that the proposed infill development will significantly impact groundwater quality. Changes in hardstand areas within the precinct has the potential to impact groundwater levels by reducing infiltration. However, as the area already has considerable amounts of hardstand area with existing development, the changes would likely be minimal.

Pre-development hydrology will be maintained post-development through the implementation of several water management mechanisms.

There are no natural surface water features within the precinct, however existing drainage areas have the potential to be inundated in extreme events.



Figure 15: Potential Foraging Habitat (Source: RPS Group, 2025)

2.7 Heritage

2.7.1 Aboriginal Cultural Heritage

A search of the Department of Planning, Lands and Heritage (DPLH) Aboriginal Heritage Enquiry System (DPLH, 2024) did not identify any registered Aboriginal cultural heritage (ACH) sites within or adjacent to the Precinct.

The nearest registered ACH site is located approximately 1km to the south (Place ID: 24319), which extends over a broad area which includes the southern portion of the Curtin University campus, and lands beyond to the south. The site's significance relates to the use of the area as a camp, meeting place and for ritual/ceremonial purposes.

The *Greater Curtin Master Plan (2024)* acknowledges the significance of the site by recognising and providing a design response to the *Dolphin Dreaming (Kuru Kuru) Trail* that runs from Salter Point in the south-west to Clontarf Aboriginal College to the south (refer to **Figure 16**). Part of the Trail passes diagonally through southern portion of the precinct. Future development within the sub-precinct should explore opportunities to acknowledge, celebrate, and enhance recognition of this Trail and its associated stories, as articulated in the *Greater Curtin Master Plan*.

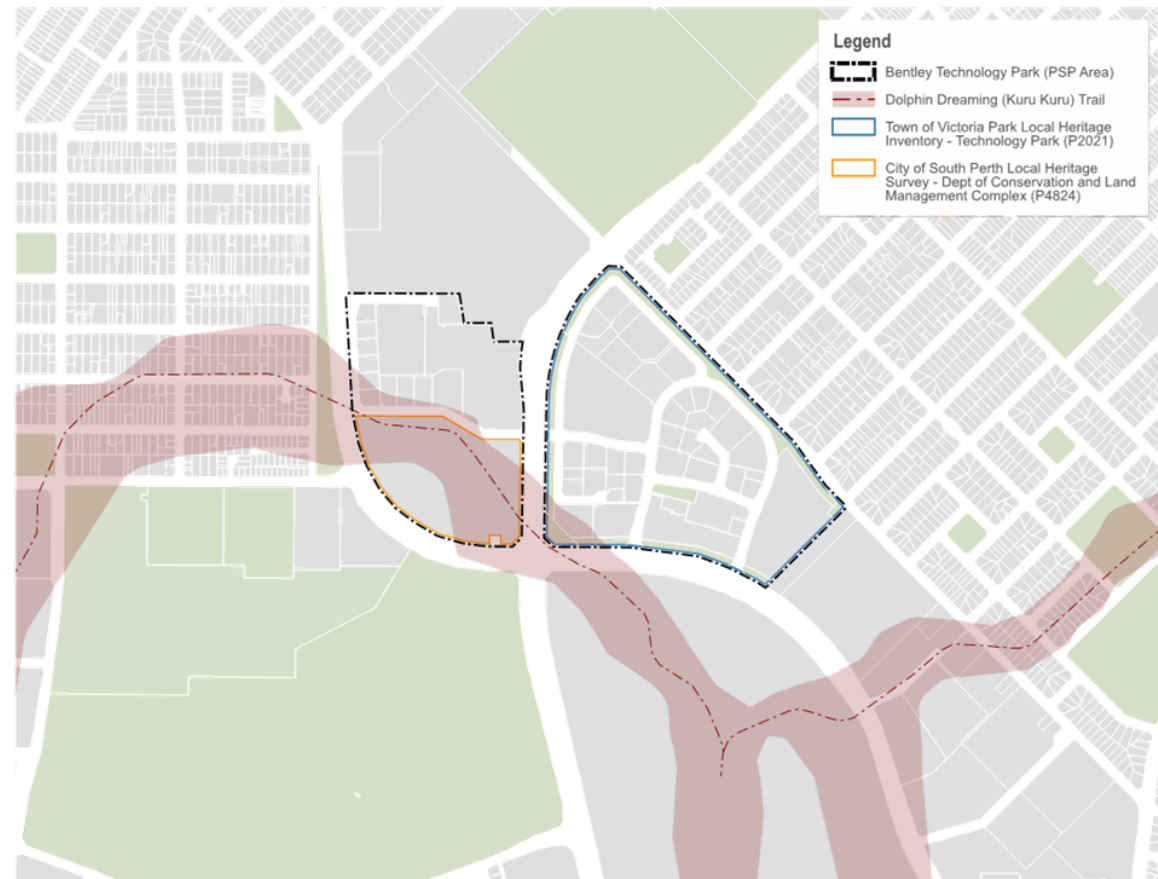


Figure 16: Heritage Sites

2.7.2 European Heritage

A desktop search of the State Heritage Register and the Australian Heritage Database indicated there are no national or state statutory heritage listings within the precinct.

A review of the City of South Perth and Town of Victoria Park local heritage inventories identifies two locally significant sites within the precinct (refer to **Table 13**).

Table 13: Summary of Local Heritage Sites

Heritage Site	Place No.	Location	Heritage Listing	Management Category	Details
Dept of Conservation and Land Management Complex (formerly known as the Forests Department Headquarters)	City of South Perth place number 16 Heritage Council of Western Australia place number 4824	Corner of Hayman Rd and Kent St, Kensington. City of South Perth	City of South Perth local heritage survey	Management Category D: - Of little significance. - Not essential to retain. - Photographically record the site prior to major development or demolition. - Recognise and interpret the site if possible. - Do not include on the Town Planning Scheme Heritage List.	The 1980 complex of 12 grouped and two separate modules is valued as an intact example of late 20th-century Perth regional style government offices within the former pine plantation. The place has aesthetic value as its unusual module design is a landmark in the streetscape. The place has some historic value for its association with the ongoing provision of environmental services in WA.
Technology Park	Town of Victoria Park place number 001 Heritage Council of Western Australia place number 2021	Brodie Hall Drive, Bentley. Town of Victoria Park.	Town of Victoria Park municipal heritage inventory.	Management Category 3: - Some / moderate significance. - Conservation of the place is desirable. - Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible. Endeavour to conserve the significance of the place through the provisions of the Town Planning Scheme.	Technology Park, established in 1985 as a government initiative to foster innovation in IT, telecommunications, renewable energy, clean technologies, and life sciences, holds cultural heritage significance. The Brodie Hall Building within the park has been recognised for its architectural merit, receiving multiple awards between 1990 and 1994. The Park is significant for its social association with Curtin University, its historic role as the first development of its kind in WA, and its scientific value as a hub for technological advancement.

2.8 Physical Infrastructure and Services

As an established activity centre, various services exist within the precinct. Major existing networks for wastewater, water, power, gas and telecommunications are located within the precinct and surrounding areas and it is generally serviceable for redevelopment with no major servicing constraints identified at the precinct scale. However, to accommodate growth and provide for additional capacity, some upgrades may be required as high-intensity redevelopment occurs in the future. A summary of relevant infrastructure considerations is provided below, and further detail is provided in the LWMS included at **Appendix C** and the Engineering Servicing Report included at **Appendix D**.

2.8.1 Wastewater

The precinct is currently served by the existing Hayman Road Waste Water Pump Station No. 3 and an existing gravity sewer network that is located within road reserves and private landholdings.

Some sewer infrastructure in private landholdings is not protected by easements, which should take place as part of future subdivision and/or development.

Capacity at the pump station and downstream infrastructure is limited, and upgrades will likely be required as higher-intensity redevelopment proceeds within the precinct.

Extensions of the existing gravity sewer network to service the proposed development may be required if further subdivision is proposed.

2.8.2 Water

The precinct is well-serviced, with Water Corporation reticulation mains along all boundaries. Some infrastructure is aged and may need to be upgraded.

Major trunk mains also run along the northern and eastern edges, forming part of Perth's broader water supply network. Any redevelopment works nearby will need to adequately demonstrate ongoing protection of the trunk main.

Depending on the scale of redevelopment proposals, Water Corporation has advised that the smaller water mains throughout the precinct may need to be upgraded from a capacity perspective. In addition, existing water reticulation pipes may need to be upgraded or extended to service developments.

2.8.3 Drainage

Stormwater in the Technology Park Centre precinct is managed by a pit and pipe network, with runoff directed to the compensation basin (**CB**) at the corner of Hayman Road and Kent Street or underground storage located at low points where it is infiltrated or detained until it is ultimately discharged to the Collier Park North CB.

In Technology Park West, drainage relies on existing pits throughout, which are managed by the City of South Perth. Local connections allow the conveyance and detention of flows from the southern portion of the precinct to discharge into the Water Corporation drainage network, which ultimately discharges to the Collier Park North CB.

Surface runoff, which is not retained within each of the precinct catchments, is conveyed to the Hayman Road CB via overland flows and connection to the Water Corporation pipe network south of the site. Water detained in the Hayman Road CB is then discharged beneath Kent Street and Hayman Road via the Water Corporation pipe network to the downstream Collier Park North CB.

There are 3 discharge locations (all located in the Bentley Technology Park Centre portion of the precinct) connect the local drainage to the Water Corporation drainage network that runs along Hayman Road to the south of the site.

2.8.4 Power

The precinct is serviced by the Collier substation located to the east of the Precinct at the corner of Morrison and Thelma Streets in Como. Western Power's network mapping tool indicates that there is 10 to 15 megavolt-amperes (**MVA**) capacity, but this is forecast to reduce to less than 5 MVA by 2033.

Most infrastructure is underground; however, there are some overhead lines in the northern, southern and eastern portions of the precinct. Western Power may request the replacement of this overhead infrastructure with underground infrastructure as part of the subdivision process.

A number of transformer and switchgear sites located within the precinct, in both road reserve and in private lots, that supply power for the current land uses. Depending on the scale of redevelopment proposal(s), additional high voltage (**HV**) infrastructure (transformers, switchgears, installation of HV/Low Voltage cable) may be required to cater for any additional power demand required to support the redevelopment.

Several of the existing transformer and/or switchgear sites appear to be located within private lots rather than road reserve. Western Power may request, as part of a subdivision application, that these assets be contained within the road reserve as part of the redevelopment proposal.

Western Power has made significant changes to its fire and noise requirements for lots adjoining HV sites that could potentially result in the inclusion of restricted covenants being added to affected lots, to ensure the redevelopment addresses Western Power's fire and noise mitigation requirements.

2.8.5 Gas

Existing infrastructure in the Precinct includes reticulation mains within road reserves and a steel gas pipeline that runs along the southern verge of Hayman Road. Any works within 15m of this pipeline will require consultation and approval from ATCO Gas.

Developers must liaise with ATCO Gas regarding site gas needs, but no servicing constraints are anticipated given the existing network.

2.8.6 Communications

There are several communications providers with existing assets in the immediate vicinity of the Site. Existing assets should be considered and protected as part of any redevelopment proposal.

NBN Co services the site via Fiber to the Premises Type 2 Technology (Technology Park Centre) or Fibre to the Node (Technology Park West) connection. Spare capacity exists to service future developments.

As part of redevelopment proposals, there is opportunity to incorporate and showcase new communications technologies, including public Wi-Fi, smart poles, energy monitoring systems, security and CCTV and building management systems (i.e smart metering). Future redevelopments should explore the opportunities to incorporate these technologies or alternatively allow for future integration by including conduit and fibre provision, including in following locations:

- Identified POS areas and other public areas,
- Along key streets to accommodate smart poles, and
- At major intersections that could potentially have traffic lights.



Figure 17: Key Existing Services



2.9 Movement Network

The movement network is fundamental to the precinct’s overall functionality, supporting the movement of visitors, workers and service vehicles. A summary of the key movement considerations is provided below, with further detail found in the Transport Impact Assessment (TIA) at **Appendix E**.

2.9.1 Road Network

Surrounding Road Network

The precinct is bounded by Hayman Road (south and west) and Jarrah Road (north), and is centrally divided by Kent Street. **Table 14** includes a description of the surrounding road network.

Table 14: Surrounding Road Network

Road	Classification (MRWA Road Hierarchy)	Carriageway Standard	Reserve Width	Speed Limit	Precinct Access Points
Hayman Road	Distributor A	4-lane divided carriageway west of Kent Street. 2-lane carriageway east of Kent Street. Cycling is accommodated within sealed shoulders/on-street cycling lanes and off-street along shared paths. No on-street parking.	60m west of Kent Street 57-60m east of Kent Street	70km/h west of Kent Street 60km/h east of Kent Street	Technology Park West via a T-intersection at Burnell Court Technology Centre via two T-intersections at Brodie-Hall Drive
Kent Street	Distributor A	Single carriageway – one lane in each direction, with medians as approaching roundabouts. Cycling is accommodated within sealed shoulders/on-street cycling lanes and off-street along shared paths. No on-street parking.	30m western side 35m eastern side. This reserve was originally identified for a high quality transit corridor to Curtin University.	60km/h	Technology Park West and Centre via roundabout at Dick Perry Avenue and Turner Avenue.
Jarrah Road	Local Distributor	2-lane single carriageway Cycling is accommodated within on-street cycling lanes. On-street parking (southern side only).	20 for majority wider section (25m) in south-east	50km/h	No direct access

Internal Road Network

Internal roads servicing the Technology Park West precinct include Dick Perry Avenue and Burvill Court, with Bryce Avenue and the Department of Biodiversity, Conservation and Attractions' (DBCA) access loop road identified as private rather than public roads.

In the Technology Park Centre precinct, internal roads include Turner Avenue, De Laeter Way, Brodie-Hall Drive, Watts Place, Parker Place and Sarich Way. All internal roads are classified as Access Roads on the Main Roads Authority of WA Road Hierarchy, with further details outlined in **Table 15**.

Table 15: Internal (Public) Road Network

Road	Classification	Carriageway Standard	Reserve Width	Speed Limit
Dick Perry Avenue	Access Road	2-lane single carriageway. On-street cycle lanes either side. 1.8m wide footpath abutting the northern/eastern kerb. No on-street parking.	20m	50km/h
Burvill Court	Access Road	2-lane single carriageway which cul-de-sacs. No cycle lanes or footpaths. No on-street parking.	20m	50km/h
Turner Avenue	Access Road	2-lane single carriageway. No cycle lanes. Footpath (northern side). On-street parking (northern side).	20m	50 km/h
De Laeter Way	Access Road	2-lane single carriageway. No cycle lanes. Footpath (eastern side). On-street parking (northern / western side).	16m	50 km/h
Brodie-Hall Drive	Access Road	2-lane single carriageway, which loops. No cycle lanes. Footpath (single side). On-street parking (single side).	20m	50 km/h
Watts Place	Access Road	2-lane single carriageway. No cycle lanes or footpaths. On-street parking (western / southern side).	16m	50 km/h
Parker Place	Access Road	2-lane single carriageway which cul-de-sacs. No cycle lanes. Footpath (eastern / northern side). On-street parking (eastern / northern side).	20m	50km/h
Sarich Way	Access Road	2-lane single carriageway. No cycle lanes. Footpath (southern side). On-street parking (southern side).	20m	50 km/h

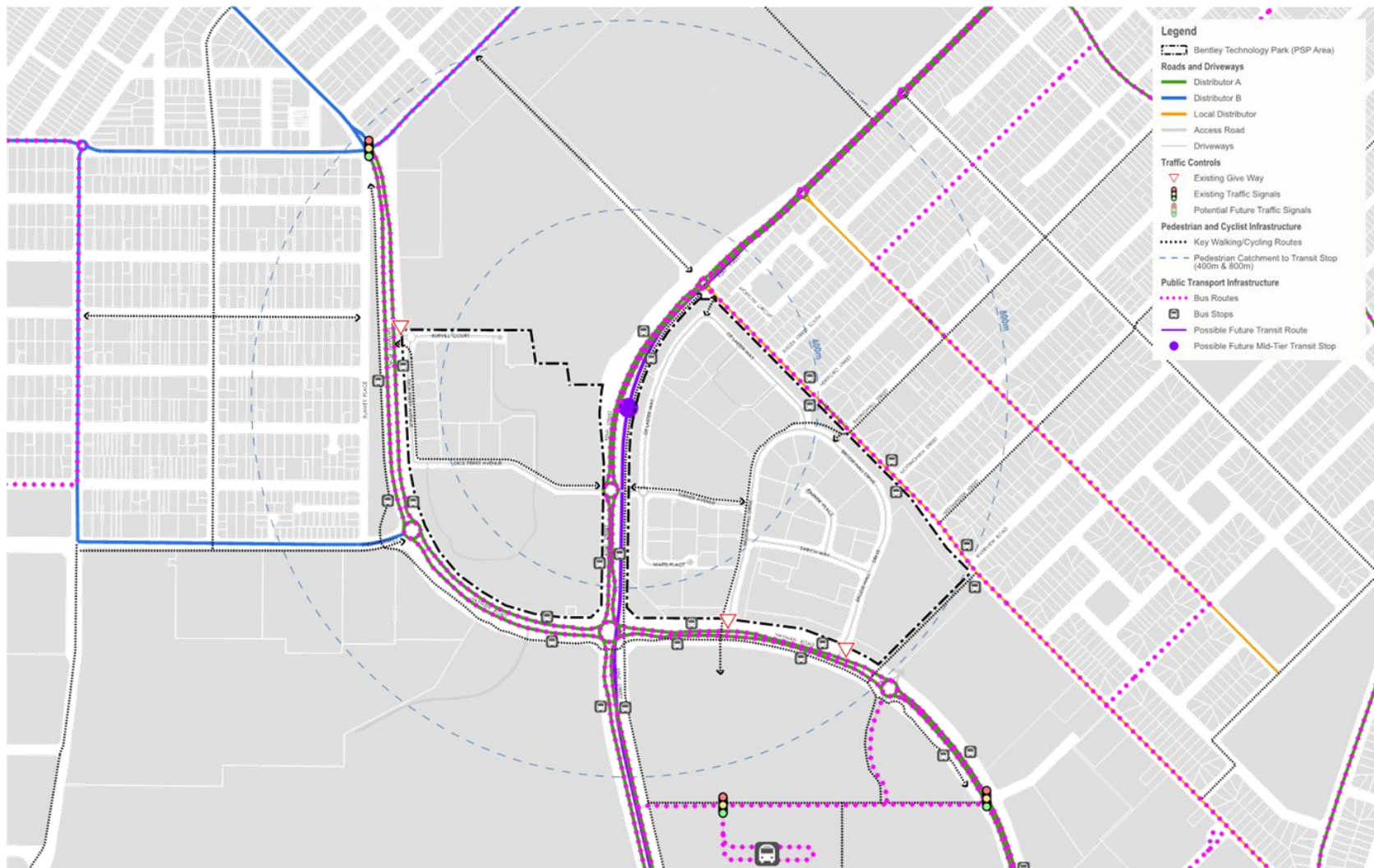


Figure 18: Existing Movement Network

2.9.2 Public Transport

The Precinct benefits from high public transport accessibility, being located adjacent to Curtin University's Central Bus Station. Transperth routes 33, 34, 101, 284 and 960 operate along Jarrah Road, Kent Street and Hayman Road, providing regional connections to Cannington, Canning Bridge and Elizabeth Quay stations. However, these services do not currently enter the Precinct, requiring passengers to cross busy roads to access bus stops and destinations within it.

In addition to Transperth services, five Curtin Access Bus Services operate between the University, the precinct and nearby suburbs including Waterford, Bentley, Victoria Park and South Perth. This free shuttle runs on weekdays during the semester between 7 am and 8:30 pm.

Public transport use is constrained by environmental and infrastructure challenges, including limited shade during hot months, exposure in wet weather, and unsafe pedestrian crossings. As a result, bus travel to the precinct has low competitiveness with private vehicles, which benefit from abundant, free parking on or adjacent to each development site.

The State Government has long identified the potential for a future mid-tier transit service along Kent Street, providing a strategic connection between the Bentley-Curtin Activity Centre, the Perth CBD and, ultimately, the University of Western Australia in Nedlands. This concept has been examined in multiple studies over the past two decades.

The PSP safeguards the opportunity for this future transit by retaining the existing Kent Street road reserve, ensuring that no proposed changes would constrain or preclude the delivery of mid-tier transit along the corridor. Opportunities to enhance active transport access to and from a future transit stop(s) on Kent Street have been considered in the formation of the PSP, supporting a more integrated, multimodal movement network.

2.9.3 Walking

The external pedestrian network includes shared paths along Kent Street and much of Hayman Road, providing key north-south and east-west links around the precinct. However, walkability is constrained by missing path sections, inconsistent verge treatments and several roundabout-controlled intersections that prioritise vehicle movement over pedestrian safety and comfort. These factors reduce legibility and limit the attractiveness of walking for short local trips.

Within the precinct, footpaths are provided along the primary internal roads, including Dick Perry Avenue, De Laeter Way, Turner Avenue, Brodie-Hall Drive, Sarich Way and Parker Place. These paths are typically 1.8 to 2m wide, constructed in concrete, and positioned directly behind kerbs and on-street parking. While they provide basic connectivity, their alignment, limited separation from traffic, and lack of shading or landscaping in some locations reduce the overall pedestrian experience.

A ten-minute walking catchment encompasses the entire precinct, creating potential for strong walkability outcomes. This catchment includes direct links to Curtin University's bus station and Exchange Precinct, and connections to surrounding residential neighbourhoods in East Victoria Park, Kensington and Como. Despite this proximity, pedestrian permeability is reduced by the structure of the precinct itself: large landholdings, long street blocks and a dispersed built form result in few mid-block connections or fine-grained pedestrian routes.

The precinct's perimeter roads, Kent Street, Brodie-Hall Drive and Hayman Road, facilitate high traffic volumes and continuous vehicle flow. While efficient for vehicle movement, these roads present barriers to people walking and cycling, with limited formal crossing points and no pedestrian-priority treatments. As a result, safe and accessible cross-connections into and out of the precinct are restricted, and movement desire lines often conflict with vehicle-dominant infrastructure.

Overall, the pedestrian environment in the Bentley Technology Park precinct functions at a basic level but lacks the continuity, comfort and permeability needed to support a highly walkable innovation precinct. There is significant opportunity to improve path continuity, increase pedestrian-priority crossings, introduce shade and amenity, and establish new mid-block connections to create a more cohesive, legible and people-focused movement network.



2.9.4 Cycling

The cycling network around the precinct consists of shared paths along Kent Street and Hayman Road, plus limited on-street bike lanes and sealed shoulders that often lack continuity, priority, or protection at intersections. Internally, cyclist infrastructure is limited. Bryce Avenue has a shared street treatment, while Dick Perry Avenue includes red bitumen shoulders that end abruptly and lack signage or markings. The Bentley Technology Park Centre precinct has no designated safe riding streets, though some informal routes to Jarrah Road are used.

Within the precinct, footpaths (1.8 to 2m wide) are too narrow to be formal shared paths, but cycling on footpaths is permitted. Despite network gaps, the precinct is highly bike-accessible, with a 20-minute catchment extending to the South Perth foreshore, Swan and Canning Rivers, and regional principal shared path networks. The Long Term Cycle Network identifies future improvements, including secondary routes along Hayman Road and Kent Street, and potential new local connections within the precinct, though some may need reclassification as the area develops.

2.9.5 Car Parking

Car parking within Bentley Technology Park is currently provided in substantial quantities across the precinct, predominantly in the form of surface parking associated with individual tenancies.

The TIA identifies approximately 2,613 parking bays within the precinct. While overall utilisation averages around 62%, there are instances of localised pressure, including informal verge parking in areas adjacent to high-demand uses such as the DBCA.

Parking supply is generally unconstrained in distribution, provided at no cost to users, and managed on a site-by-site basis. This reflects the precinct's evolution as a campus-style employment area with a strong reliance on private vehicle access.

While the overall supply of parking is high, its distribution and management are not always aligned with current or future development patterns. Large areas of land are occupied by surface parking, which can limit opportunities for redevelopment, reduce the efficiency of land use and affect the quality of the public realm.

The Bentley-Curtin Specialised Activity Centre planning framework introduces sub-precinct parking maximums ('caps'), comprising:

- 1,140 bays for Technology Park West
- 1,842 bays for Technology Park Centre

These caps provide an important strategic context for future parking provision and will influence how parking supply is managed as the precinct evolves.

Further detail on the proposed approach to parking provision and management is provided in **Section 6.4.2**.



Figure 20: Oblique Context View Looking Toward Victoria Park (depicting potential redevelopment opportunities)

2.10 International Case Studies

The precinct sits within a global network of innovation precincts that drive knowledge exchange, research collaboration, and economic diversification. Internationally, leading technology and research hubs such as Cambridge Science Park in England, 22@Barcelona in Spain, Singapore's one-north precinct, and the Melbourne Innovation District demonstrate the critical role that integrated innovation precincts play in attracting talent, investment, and enterprise. In this context, the precinct provides WA with a platform to position itself competitively on the world stage by fostering industry-research partnerships, supporting the growth of emerging sectors, and leveraging its proximity to Curtin University, the Perth CBD, the Perth Airport and key health, education, and resource industries. The precinct's continued evolution is essential to ensuring Perth and the State remain connected to global knowledge economies and international innovation networks.

From a review of leading Australian and international examples, successful innovation precincts share the following objectives, barriers to success and urban design characteristics.

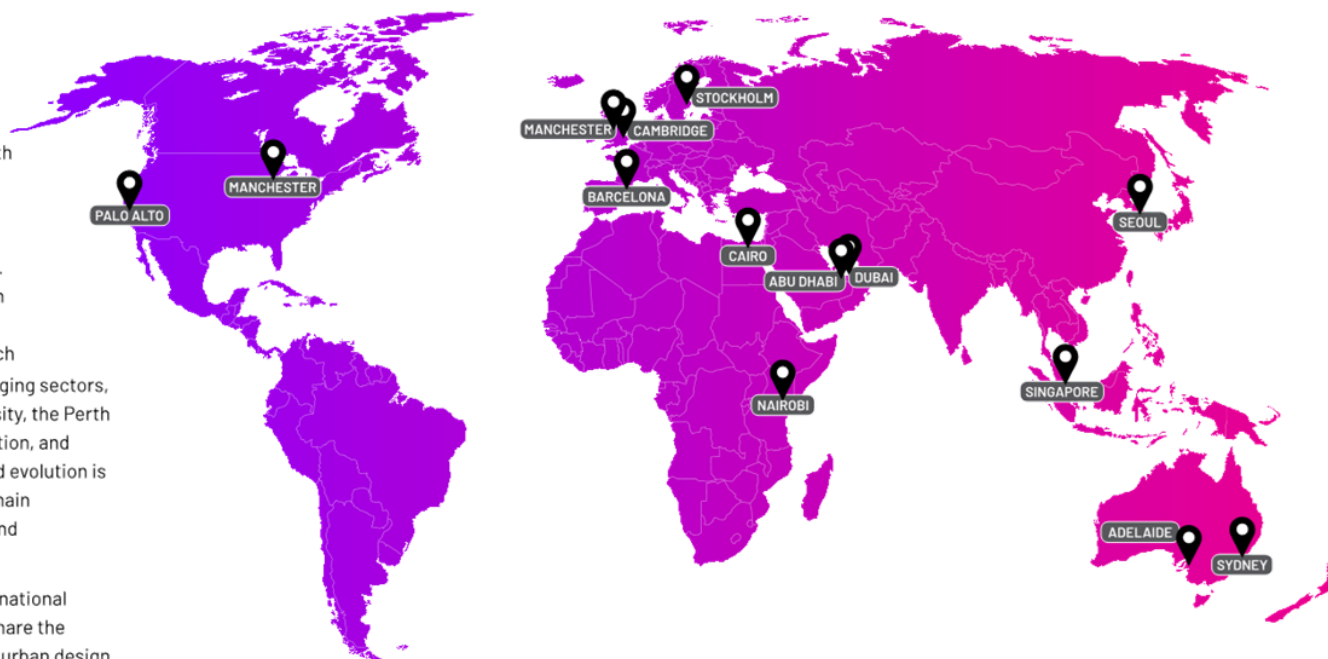


Figure 21: Snapshot of Innovation Precincts Around the Globe

Table 16: Snapshot of Innovation Precincts Around the Globe

Region	Precinct	Location	Size	Key Anchors	Key Industry Sectors	Key Land Uses
Africa	Smart Village Cairo	Cairo, Egypt	182 hectares	Microsoft, Cisco, Vodafone, HSBC, Egyptian ICT ministries	ICT, telecom, finance, government services	Corporate offices, government ministries, research and development, business services
	Konza Technopolis (Silicon Savannah)	Near Nairobi, Kenya	2000 hectares	Kenya ICT Authority, universities, planned global ICT/BPO tenants	ICT, BPO, research, higher education, smart city services	Tech campuses, universities, residential, commercial, public services
Asia	Sangam Digital Media Centre	Seoul, South Korea	57 hectares	MBC, SBS, JTBC, LG CNS, Samsung SDS	Digital media, broadcasting, software, ICT	Office, research and development, labs, studios, residential, cultural venues, support services and amenities
	One-North	Singapore	200 hectares	A*STAR institutes, JTC, Novartis, GSK	Biomedicine, ICT, media, engineering	Office, research and development, labs, residential, retail, education, university, recreational and environmental areas, support services and amenities
Australia	Tonsley Innovation District	Adelaide, South Australia	61 hectares	South Australia TAFE, Flinders University, SAGE Group, ZEISS	Advanced manufacturing, health, medical devices and assistive technologies, cleantech and renewable energy, software and simulation, mining and energy	Innovation Hub, labs, offices, training/education, residential
	Macquarie Park Innovation District	Sydney, New South Wales	680 hectares	CSIRO, AstraZeneca, Fujitsu, DXC Technology, Optus, Foxtel	ICT, digital, pharmaceuticals, education and research, telecommunications	University, corporate research and development, offices, retail, residential
Europe	22@Barcelona	Barcelona, Spain	198 hectares	Pompeu Fabra University, University of Barcelona, Polytechnic University of Catalonia	ICT, media, biomedical, energy and design	Residential, offices, labs, supporting recreational and environmental areas
	Kista Science City	Stockholm, Sweden	500 hectares	Ericsson, IBM, Microsoft, Intel	ICT, telecom, artificial intelligence, space	Offices, labs, university, exhibition, residential, retail
Middle East	Dubai Silicon Oasis	Dubai, United Arab Emirates	720 hectares	Government-led, ICT firms	ICT, electronics, innovation	Offices, light manufacturing, residential, services
	Masdar City	Abu Dhabi, United Arab Emirates	620 hectares	Masdar Institute (part of Khalifa University), Siemens, IRENA HQ	Renewable energy, clean tech, sustainable urban development	Research institutes, corporate offices, residential, commercial, public realm
United Kingdom	Cambridge Science Park	Cambridge, England	61 hectares	Trinity College, Bradfield Centre, AstraZeneca	Deep tech, life sciences, electronics	office, research and development, labs, incubator, support services and amenities
	Manchester Science and Innovation Campus	Manchester, England	27 hectares	University of Manchester partnerships, Bruntwood SciTech tenants	Biotech, digital, advanced materials, energy innovation	Incubator space, labs, offices, co-working, support services and amenities
United States of America	Kendall Square	Cambridge, Massachusetts	95 hectares	Massachusetts Institute of Technology, Cambridge Innovation Centre, Pfizer, Moderna	Technology, life services, professional services	Residential, public realm, office, research and development, labs, retail
	Silicon Valley	Palo Alto, California	700 hectares	Tesla (HQ until 2021), Hewlett-Packard (origin), VMware, Stanford spin-offs	ICT, semiconductors, clean tech, biotech, venture-backed startups	Corporate research and development campuses, offices, labs, support services and amenities

2.10.1 Case Study Key Findings

A review of Australian and international case studies highlights that key objectives are consistently centred on the following:



Market Drivers

Precincts are underpinned by strong market demand for their goods and services, with competitive pressure driving continuous innovation. Success relies on access to markets, talent, and investment, and is reinforced by reliable legal and intellectual property protections and a regulatory environment that supports a dynamic innovation economy.



Competitive Advantage

A clearly defined area of specialisation or market strength provides a distinct competitive advantage. This is reinforced through strong branding that attracts and retains skilled workers and investment, supported by regulatory settings that encourage productivity and innovation.



Collaboration

Precincts foster collaboration across diverse organisations, from universities and research institutes to start-ups and global firms. This is enabled by physical spaces that encourage informal interaction (“collisions”) and formal frameworks that support partnerships, joint ventures, and knowledge exchange.



Infrastructure

Robust physical, transport, and digital infrastructure is essential to support research, business activity, and connectivity within and beyond the precinct. This includes high-quality laboratory, office, and shared facilities, as well as seamless links to surrounding transport networks and global markets.



Leadership and Governance

Strong governance, committed leadership, and a shared vision are critical to success. Political support, institutional buy-in, and transparent decision-making frameworks ensure alignment between stakeholders and enable the precinct to evolve in response to changing conditions.



Enterprise Culture

An entrepreneurial culture that embraces risk-taking, collaboration, and knowledge-sharing is central to innovation precincts. This culture is supported by mentoring programs, access to incubators and accelerators, and a diverse community of organisations and workers. Anchor institutions play a key role in shaping and sustaining this culture.



Amenity and Place

Successful precincts are vibrant, liveable, and attractive places to work, live, and visit. They provide a strong sense of place, supported by mixed land uses, cultural infrastructure, and high-quality public realm. Flexible planning frameworks enable adaptive reuse and innovation in land use, while local amenities and cultural assets contribute to the precinct's identity and appeal.

2.10.2 Key Barriers to Success

A review of case studies and research indicates that efforts to establish and grow innovation precincts are not always successful. These initiatives can face a range of risks and challenges that hinder their development and long-term sustainability. The most common barriers identified in the literature include:



Weak Market Demand

Some precincts lack the underlying economic drivers needed for viability, with little evidence of new activity or innovation generated by their tenants. Risks are heightened when precincts are established primarily due to political will rather than demonstrated market demand.



Investment and Commercialisation Barriers

Barriers to investment and commercialisation of research and development slow innovation and limit precinct success. These can include restrictive intellectual property regimes, a closed academic culture, and a persistent under-investment by industry in research partnerships.



Lack of Entrepreneurial Culture

Without strong incubators, accelerators, and support networks, precincts may struggle to foster collaboration between startups, small businesses, and larger firms. This limits the development of an entrepreneurial ecosystem.



Poor Access to Capital

Firms in early and growth stages may be unable to access sufficient capital from angel investors, venture capital, traditional finance, or public funding, constraining their ability to scale.



Skills Shortages

Local shortages of specialised skills and talent can hinder innovation capacity and reduce the competitiveness of the precinct.



Poor Place-Making and Connectivity

Insufficient amenities, inadequate public transport, and poor-quality tenant infrastructure reduce the attractiveness of precincts for employers, workers, and startups.

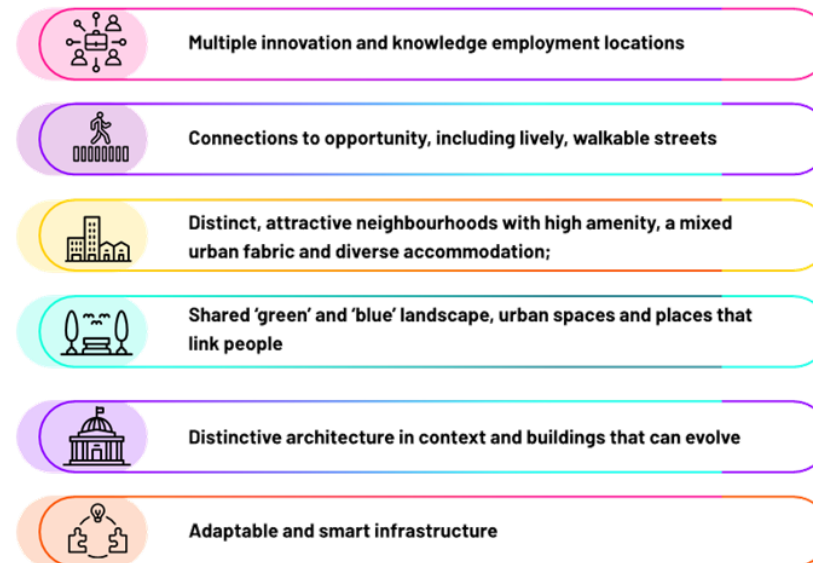


Restrictive Regulation

Overly rigid planning regulations can impede the delivery of mixed-use, flexible precincts. Weak or restrictive IP frameworks can further discourage knowledge sharing and reduce innovation activity.

2.10.3 Key Urban Design Characteristics

The following transformative urban design initiatives are the starting point for the themes of an innovation vision which have been considered for formulating scenarios for Bentley Technology Park:



2.11 Governance Context

Planning in the precinct is guided by a comprehensive suite of State, regional and local planning frameworks. This section provides an overview of the relevant planning frameworks relative to the PSP.

2.11.1 State and Regional Planning Framework

At the state and regional level, planning in Precinct is guided by a range of frameworks, including *Directions 2031 and Beyond*, *Perth and Peel @ 3.5 Million*, the BCSACP, several State Planning Policies and Planning Codes, and the *Metropolitan Region Scheme (MRS)*. Those that are particularly relevant to the precinct are summarised in **Table 17** below.

State Planning Strategy 2050 (June 2014)

The *State Planning Strategy* provides a state-wide context and basis for the integration and coordination of land use planning and development across the state, and its various regional and local jurisdictions. It recognises the importance of innovation and technology precincts, in supporting economic growth and employment diversity, and enhancing WA's economic and global competitiveness. The *State Planning Strategy* emphasises coordinated infrastructure planning, land use compatibility, and the creation of vibrant, connected places that attract investment and talent.

For the Precinct, this means opportunities to expand and refresh facilities, strengthen links with research and industry, and improve transport, services and amenity to ensure the Precinct remains a leading hub for science, technology and innovation in WA.

Directions 2031 and Beyond (August 2010)

Directions 2031 and Beyond sets out a strategic framework for how the metropolitan Perth and Peel region should grow, aiming for a more connected, liveable, prosperous, accessible, sustainable and responsible city. *Directions 2031 and Beyond* identifies a 'connected city' as the preferred future growth scenario. Among many other characteristics, this urban growth pattern is characterised by developing and revitalising activity centres such as the Precinct as attractive places to invest, live and work. It also recognises the need to protect and enhance the natural environment, reduce energy dependency and greenhouse gas emissions, plan for diverse and affordable housing, provide for public transport infrastructure and enhance movement networks.

For the PSP, this means ensuring alignment with the objectives of *Directions 2031 and Beyond* and embedding the key characteristics of the 'connected city' growth model.

Capital City Planning Framework: A Vision for Central Perth (February 2013)

The *Capital City Planning Framework* builds on the objectives of *Directions 2031 and Beyond*, and sets out a vision, objectives, principles and spatial framework for Central Perth (which includes the Precinct). One of the key objectives is to 'build our knowledge and cultural economy. Within this context, the Precinct is identified as contributing to the establishment of a 'knowledge triangle' that also features the Perth CBD, University of Western Australia Nedlands-Crawley campus and QEII Medical Centre, and the Edith Cowan University Mount Lawley campus. The Framework encourages planning that strengthens the physical structure of these centres so they can develop as interconnected, primary places for knowledge and cultural activity. This includes focusing on improving connectivity and access, providing a range of permanent and short-term accommodation types, providing high-levels of amenity, creating an urban heart or town centre to unite fragmented areas, creating high-quality and varied public realm, and providing for a mix of well-designed non-residential buildings.

Perth and Peel @ 3.5 Million (March 2018)

Perth and Peel @ 3.5 Million sets out a long-term vision for the planning, land use, and infrastructure in the Perth and Peel regions to accommodate a population of 3.5 million people by 2050. This is supported by a suite of four sub-regional planning frameworks. The frameworks provide guidance on where sustainable development should occur over the next 35 to 40 years to ensure the impact of urban growth on areas of environmental significance is minimised; to protect heritage; and to maximise the benefits of available land and existing infrastructure. Growth is to be directed towards and surrounding identified activity centres, key transport corridors, METRONET station precincts, and infill development in existing urban areas. This is intended to limit sprawling development and make better use of existing infrastructure.

Perth and Peel @ 3.5 Million identifies the Precinct as part of the Bentley-Curtin Specialised Activity Centre – a key location for urban consolidation in accordance with outlined vision for the region.

Central Sub-Regional Planning Framework (March 2018)

The *Central Sub-Regional Framework* is one of four supporting sub-regional frameworks of Perth and Peel @ 3.5 Million, and includes the Precinct. It sets out proposals to achieve a more consolidated urban form, meet long-term housing requirements, strengthen key employment centres (including activity centres), provide transport linkages, facilitate and support a future regional infrastructure network, and increase connectivity between green networks. Specialised Activity Centres such as Bentley-Curtin are discussed as follows:

Places that have strong specialised roles focused on regionally significant economic or institutional activities, technology-based businesses or airports within the centre

Provide opportunities for the development of complementary activities, particularly knowledge-based businesses.

Present a unique opportunity to combine specialised employment, residential living and education in one place, while also activating the area so it becomes a distinctive and engaging location for the community.

Key engine-rooms for future growth in health, education, research and high-tech engineering and development services.

The PSP will need to give consideration to built form and land use controls, which can allow the Precinct to prosper as an internationally recognised innovative precinct that supports the growth of the region in accordance with the objectives of the Sub-Regional Planning Framework.

Bentley-Curtin Specialised Activity Centre Plan (June 2018)

The BCSACP sets the long-term vision for the Bentley-Curtin Specialised Activity Centre and is intended to guide further planning and development of the various sub-precincts (which includes the Precinct). The vision is outlined below:

An innovative, creative and collaborative centre of excellence in science, technology, education and research supporting the State's economic growth through the development and commercialization of ideas into viable and sustainable enterprises. A vibrant place that is accessible, safe, sustainable, affordable and attractive for people to study, work, live and enjoy life.

The BCSACP includes overarching principles are intended to inform further plans and achieve the vision. The PSP has been prepared in accordance with these overarching principles to align with the vision.

The Strategic Plan presents various concepts relating to built form, land use, landscape and public realm, open space, the street network, car parking, pedestrian movement, cycling, public transport, servicing infrastructure, community facilities, resource conservation, and biodiversity conservation, which the PSP has considered and reflected on a Precinct-specific basis. This includes specific opportunities that were identified for the Technology Park West and Centre precincts.

Metropolitan Region Scheme (September 2025)

The MRS zones and reserves land at a regional scale to guide Perth's overall planning, land use, development and infrastructure delivery. Local government planning, including local planning schemes, must align with the MRS's broad land-use designations.

The MRS zones the Precinct as 'Urban'. The MRS text outlines the purpose of this zone is intended 'to provide for residential development and associated local employment, recreation and open space, shopping, schools and other community facilities.'

Kent Street is reserved for the purposes of an 'Other Regional Road'. The MRS text outlines the purpose of this reserve is 'to provide a regional road network to accommodate current and future transport needs on roads declared under the Main Roads Act 1930.

For the PSP, the MRS provides the statutory framework that must be aligned with. The PSP cannot propose land uses or development that is inconsistent with the MRS zoning or reservations. Instead, the PSP refines how land within the MRS zones will be developed at the local level, detailing the subdivision, land use distribution, infrastructure, movement networks, and design responses within the parameters set by the MRS.

Key State Planning Policies and Planning Codes

Table 17 provides an overview of the key State Planning Policies and Planning Codes that are relevant to the PSP.

Table 17: Key State Planning Policies and Planning Codes

Policy / Code	Relevance to PSP
State Planning Policy 2.9 – Water Resources (SPP 2.9) December 2025	This policy provides guidance to planning decision-makers on how water resources should be considered in land use planning. The purpose of SPP 2.9 is to protect, conserve and manage water resources, ensuring they are integrated into planning and development decisions. The Local Water Management Strategy (Appendix B) has been prepared with consideration of the objectives and provisions of both the current and draft policies. This includes promoting efficient use of water, protecting water-dependent ecosystems, and ensuring water quality and quantity are safeguarded to support environmental, social and economic values.
State Planning Policy 3.6 – Infrastructure Contributions (SPP 3.6) April 2021	SPP 3.6 sets out the principles and processes for applying development contributions to deliver infrastructure in both new and established urban areas. It provides the framework for how local governments and developers share the cost of essential infrastructure needed to support growth, and ensures contributions are applied in a fair and transparent manner. SPP 3.6 outlines that this can occur through the subdivision and development process, Development Contribution Plans and/or via Developer Agreements. For the PSP, SPP 3.6 provides the policy basis for identifying, costing and apportioning infrastructure requirements to support the growth of the Precinct, and for determining how these costs could be distributed among beneficiaries.
State Planning Policy 3.7 – Bushfire (SPP 3.7) November 2024	SPP 3.7 provides a framework for land use planning in bushfire risk prone areas. It seeks to implement effective, risk-based land use planning and development outcomes to preserve life and reduce the impact of bushfires on property and infrastructure. The policy emphasises the need to identify and consider bushfire risks in decision-making at all stages of the planning and development process whilst achieving an appropriate balance between bushfire risk management measures, biodiversity conservation and environmental protection. The northern tip of the Precinct is identified as a bushfire risk prone area (area 1) as outlined in Section 2.6.6. As the extent of the area identified is considered to be negligible and unlikely to be developed, a Bushfire Management Plan has not been prepared in support of this PSP. Notwithstanding, considerations have been given to the provisions of SPP3.7 in preparing the PSP.

Policy / Code	Relevance to PSP
State Planning Policy 4.2 – Activity Centres (SPP 4.2) July 2023	SPP 4.2 guides the planning, development and renewal of activity centres as places where people live, work, meet and play. SPP 4.2 seeks to ensure development of activity centres are supported by public transport, walking and cycling networks, well connected and accessible, and that they and that they provide a mix of land uses which support community needs, economic growth, wellbeing and urban consolidation principles. It promotes locating services, employment, goods and housing close together so that people don't have to travel far to reach work, shopping or amenities. SPP 4.2 establishes a hierarchy of activity centres to ensure equitable and efficient access, and outlines the roles and characteristics of each type. In particular, it outlines the main role and typical attributes for specialised centres and nodes as follows: <i>Specialised centres focus on regionally significant economic and institutional activities, such as logistics-based businesses for airports or knowledge based for health and tertiary education precincts. Planning for these centres should aim to protect the specialisation while improving the growth and clustering of business activity of State and regional significance, particularly in knowledge-based or logistics-based industries. These areas are to be developed as places with a concentration of linked businesses and institutions providing a major contribution to the economy, with excellent transport links and potential to accommodate significant future growth in jobs and in some instances housing. Specialised nodes are smaller in scale than specialised centres.</i> The Needs Assessment (refer to Appendix C) has been prepared with consideration to the requirements of SPP 4.2, albeit with some adjustments to reflect the context of the precinct as a non-standard/specialised activity centre. The PSP has also considered the unique characteristics and economic role of the precinct, and how land uses will integrate and function within the precinct and broader activity centre network.

Policy / Code	Relevance to PSP
State Planning Policy 7.0 - Design of the Built Environment (SPP 7.0) February 2019	SPP 7.0 establishes 10 design principles to guide high-quality outcomes in Western Australia's built environment, covering aspects from context and character through to aesthetics. These principles apply across all levels of planning and development. The PSP has had regard to these principles, integrating them into the design of the precinct, the formulation of PSP objectives for key design elements, and the establishment of subdivision and development controls.
State Planning Policy 7.2 - Precinct Design (SPP 7.2) February 2021	SPP 7.2 provides guidance for precinct planning with the intent of achieving good planning and design outcomes for precincts within WA. The policy recognises that there is a need to plan for a broader range of precinct-based contexts and conditions to achieve a balance between greenfield and infill development. Objectives of the policy include ensuring that precinct planning and design processes deliver good-quality built environment outcomes that provide social, economic and environmental benefit to those who use them. Precinct types include activity centres, station precincts, urban corridors, residential infill and heritage precincts. These areas are recognised as requiring a high-level of planning and design focus in accordance with a series of precinct outcome considerations as outlined in the policy. The policy also encourages the use of design review to obtain independent advice regarding the design quality of a precinct proposal. This PSP is to be prepared in accordance with SPP 7.2. In its preparation, regard has been given to the associated Guidelines, particularly the guidance on conducting site and context analysis, undertaking stakeholder and community engagement, designing the precinct around the six design elements, and identifying appropriate implementation measures. The PSP sets out precinct-specific objectives for each design element, supported by subdivision and development controls. The document is structured in line with the <i>Precinct Plan Manner and Form</i> and the <i>WA Planning Manual: Guidance for Structure Plans</i>.

Policy / Code	Relevance to PSP
Residential Design Codes Volume 2 (Volume 2) April 2024	The Residential Design Codes (R-Codes) guide residential development across Western Australia. Volume 1 applies to single houses and grouped dwellings, and to multiple dwellings where land is coded R60 or below. Volume 2 applies only to multiple dwellings on land coded R80 or above. The Precinct is subject to an RAC-0 coding under both applicable local planning schemes and where for Volume 2 may be relevant. Whilst permanent residential development is not a recognised core land use for the precinct, it is acknowledged that both local planning schemes contemplate this land use within the precinct through existing scheme land use controls. Should such development be proposed, Volume 2 would apply to all multiple dwellings and residential components of mixed-use developments, unless varied by the PSP (refer Part 1). The development controls in Part 1 have been prepared with regard to the element objectives and acceptable outcomes of the R-Codes. The R-Codes provide an appropriate framework for residential development within the Precinct, with targeted variations introduced through the PSP to align built form outcomes with the Precinct vision and local context.

2.11.2 City of South Perth Local Planning Framework

The CoSP local planning framework applies to the Technology Park West portion of the precinct, to the west of Kent Street. A summary of the framework is provided below. For a summary of the ToVP's local planning framework, applicable to the Technology Park Centre precinct to the east of Kent Street, refer to **Section 2.11.3**.

CoSP Local Planning Strategy (March 2021)

The Strategy sets out the City's objectives for future planning and development within the municipality. The principles of the Strategy are outlined below:

- Accommodate a growing population while protecting and enhancing neighbourhoods with identified character and heritage;
- Support a network connected, functional and sustainable activity centres;
- Align population growth with needed civic infrastructure; and
- Improve all aspects of liveability within the City.

One of the associated objectives of the Strategy is to *'support the realisation of the potential for the Bentley-Curtin Specialised Activity Centre to be a centre of employment, education, innovation and housing'*.

The Strategy recognises and supports the long-term planning for the Bentley-Curtin Specialised Activity Centre with a key focus on providing opportunities for growth and employment in learning and technology industries. The Strategy highlights that planning should provide for a diverse mix of land uses (residential and non-residential) and a mix of higher-density dwellings and residential accommodation.

The PSP has been developed to align with the vision for the Precinct as outlined in the Strategy and reflect the relevant objectives and actions.

CoSP Local Planning Scheme No. 7 (March 2024)

LPS 7 sets out how land is to be used and developed within the Technology Park West portion of the Precinct. LPS 7 was recently gazetted in March 2024 and is therefore up to date with the format and contents of Schedules 1 and 2 of the LPS Regulations, where applicable.

LPS 7 zones the area 'Centre' and applies an RAC-0 density code. The purpose of the 'Centre' zone is to:

- Designate land for future development as a town centre or activity centre.
- To provide a basis for future detailed planning in accordance with any relevant state planning policy.

No land use permissibility is outlined in LPS 7 for the 'Centre' zone. Clause 18(6) requires the local government, in considering any application for development approval for land within the zone to have regard to a structure plan.

For the PSP, this means Part 1 needs to outline guidance to support decision-makers in determining what is and isn't appropriate in the area from a land use perspective, aligning with the vision and objectives of the PSP.

LPS 7 has limited development controls which apply to the 'Centre' zone or the land. Clause 32 outlines site and development requirements that apply to the land, including provisions relating to water management and home business activities. The development controls in the PSP should be consistent with LPS 7, as the Scheme provisions take precedence.

CoSP Local Planning Policies

Several local planning policies apply to the Technology Park West precinct. **Table 18** provides an overview of the key LPPs and explains their relevancy.

Table 18: Key CoSP Local Planning Policies

Policy	Relevance to PSP
Local Planning Policy 2.3 – Non-Residential Parking May 2024	This policy guides car and bicycle parking supply, end of trip facilities, design and vehicle access for non-residential developments. It outlines minimum number of on-site car parking and bicycle parking requirements, end-of-trip facilities and servicing and loading bay requirements. The PSP has considered the relevance of this policy's provisions in the context of the vision and objectives of the PSP. Unless otherwise specified in the PSP, this policy will continue to apply to non-residential development within the Technology Park West portion of the Precinct.
Local Planning Policy 2.4 – Child Care Premises August 2025	This policy applies to development applications for child care premises and outlines provisions that aim to guide the location, design and operation of this land use. The PSP has considered the relevance of this policy's provisions in the context of the vision and objectives of the PSP. This policy will continue to apply to child care proposals within Technology Park West portion of the Precinct.
Local Planning Policy 2.5 – Unhosted Short-Term Rental Accommodation March 2025	This policy applies to development applications for short-term rental accommodation uses and outlines provisions that intend to guide the location, design and operation of these uses. The PSP has considered the relevance of this policy's provisions in the context of the vision and objectives of the PSP. This policy will continue to apply to short-term residential accommodation proposals within Technology Park West portion of the Precinct.
Local Planning Policy 3.1 – Waste Management February 2025	This policy outlines waste management practices for development and the information required to be submitted as part of the development application process. The PSP has considered the relevance of this policy's provisions in the context of the vision and objectives of the PSP. This policy will continue to apply to relevant planning proposals within Technology Park West.

Policy	Relevance to PSP
Local Planning Policy 3.2 – Tree Retention August 2025	This policy provides guidance for planning proposals, including structure plans, development applications and subdivision applications, and seeks to encourage and facilitate the protection of trees. It requires information to be submitted for any tree-damaging activities, unless exempt by the policy. The PSP has considered the relevance of this policy's provisions in the context of the vision and objectives of the PSP. This policy will continue to apply to relevant planning proposals within Technology Park West.
Local Planning Policy 6.2 – Design Review Panel	This policy provides guidance for planning proposals which are required to be reviewed by the Design Review Panel. Amongst other matters, it outlines proposals that will result in an intensification of the existing land use and include a works component that fall within the Bentley Curtin Specialised Activity Centre will be referred to the Design Review Panel and undergo a review. This policy will continue to apply to relevant planning proposals within Technology Park West.
Local Planning Policy 6.3 – Public Art August 2025	This policy applies to development proposals within the Technology Park West precinct that have an estimated cost of development of \$2 million or greater. The policy requires developers to pay a public art contribution of at least 1% of the total construction value, either by providing for public art on the development site, on land owned by the City or as a cash-in-lieu equivalent payment. This policy will continue to apply to relevant planning proposals within Technology Park West.
Local Planning Policy 7.1 – Advertising Signage November 2023	This policy applies to all advertising signage and outlines objectives and requirements based on the type of signage proposed. Unless otherwise stated in this PSP, this policy will continue to apply to relevant planning proposals within Technology Park West.
Local Planning Policy 8.1 – Heritage Conservation and Development February 2024	This policy provides guidance on the assessment of proposals for development affecting heritage-protected places. The DBCA Headquarters is identified on the City's Local Heritage Register. This policy will continue to apply to development proposals affecting this local heritage listed place.

2.11.3 Town of Victoria Park Local Planning Framework

TheTOVP local planning framework applies to the Technology Park Centre portion of the precinct, to the east of Kent Street. A summary of the framework is provided below.

ToVP Local Planning Strategy (May 2022)

The Strategy sets out the City's objectives for future planning and development within the municipality over the next 10-15 years. The Strategy establishes specific growth objectives for Bentley-Curtin which are as follows:

- To develop an innovative, creative and collaborative centre of excellence in science, technology, education and research of State significance.
- To develop a network of specialised places that deliver the vision for the BCSACP and are compatible with the Town's activity centre hierarchy.
- To encourage innovative and sustainable city building and place-making from concept design through to long-term management.

The Strategy recognises and supports the long-term planning for the Bentley-Curtin Specialised Activity Centre and will pursue opportunities for education, knowledge and research activity and residential development within the precinct

The planning directions and actions of the Strategy have informed the community engagement process, vision and early concept design of the PSP.

ToVP Local Planning Scheme No. 2 (December 2024)

LPS 2 sets out how land is to be used and developed within the Technology Park Centre portion of the Precinct. LPS 2 was recently gazetted in December 2024 and is therefore up to date with the format and contents of Schedules 1 and 2 of the LPS Regulations, where applicable.

LPS 2 zones Technology Park Centre as 'Special Use' (Special Use 1 - Technology Park, Bentley). Schedule D sets out the land use permissibility and associated conditions of the subject land. Schedule D defers to an approved PSP to guide the application of discretion for several discretionary ('D') land uses.

ToVP Local Planning Policies

Several local planning policies apply to the Technology Park Centre precinct. **Table 19** provides an overview of the key LPPs and explains their relevancy.

Table 19: Key ToVP Local Planning Policies

Policy	Relevance to PSP
Local Planning Policy No. 3 – Non-Residential Uses In or Adjacent to Residential Areas December 2018	This policy is to provide general guidance and development standards applicable to non-residential development in or adjacent to residential areas. The PSP area is suitably distanced from adjacent residential development north of Jarrah Road. This policy will be superseded by land use and development controls within the PSP.
Local Planning Policy No. 7 – Development and Vehicle Access to Properties abutting Rights-of-Way March 2020	This policy seeks to facilitate benefits that can be obtained through the use, widening and upgrading of the Town's rights-of-way as part of the private development process. This policy applies to development, subdivision and/or amalgamation of properties abutting rights-of-way within the Town. This policy will continue to apply to relevant planning proposals within Technology Park Centre.
Local Planning Policy No. 14 – Industrial Uses in Proximity to Residential Areas	This policy aims to ensure that industrial uses in the vicinity of residential areas do not unduly impact on the residential amenity of those areas. This policy will continue to apply to relevant planning proposals within Technology Park Centre.
Local Planning Policy No. 23 – Bicycle, Car Parking and Access for Non-Residential Development July 2025	This policy aims to regulate car parking on private land for non-residential development, provide guidance for bicycle and car parking facilities and achieve good quality development outcomes which supports the Town as a liveable inner-city community. Unless specified within the PSP, this policy will continue to apply to relevant planning proposals within Technology Park Centre.

Policy	Relevance to PSP
Local Planning Policy No. 29 – Public Art Private Developer Contribution March 2020	The Town seeks to facilitate the provision of public art as part of the private development process through the application of a percent for public art contribution policy. This policy is aligned with the State Government's Percent for Art Scheme (established in 1989) which advocates for up to 1% of the construction value of new public works proposals with a value over \$2 million to be used for the commissioning and delivery of public artworks. This policy will continue to apply to development within Technology Park Centre.
Local Planning Policy No. 38 – Signs November 2018	This policy seeks to provide a consistent approach to the assessment of signage proposals within the municipality. This policy will continue to apply to development within Technology Park Centre.
Local Planning Policy No. 47 – Tree Retention February 2020	This policy outlines the requirements for the provision and retention of trees on private land and the street verge associated with the development of land in the Town and aims to deliver outcomes consistent with the Town's Urban Forest Strategy and Strategic Community Plan. This PSP recognises the role trees have on the 'look and feel' of the Bentley Technology Park. This policy will continue to apply to development within Technology Park Centre.
Local Planning Policy No. 43 – Heritage List	The heritage list identifies places that are of cultural heritage significance and worthy of built heritage conservation, so that development can, as far as possible, be consistent with the Town's heritage conservation values and objectives. This policy will continue to apply to development within Technology Park Centre.

3.0 Stakeholder Engagement

The project team and DevelopmentWA undertook a comprehensive pre-lodgement engagement process to give stakeholders the opportunity to help shape a vision for the Precinct, learn about good design, and collaborate on outcomes that deliver long-term benefits.

The preliminary engagement process was guided by four key objectives:

- Inform stakeholders about the intent to prepare a PSP;
- Understand locational context, issues and opportunities, business operations, and development requirements;
- Provide an early opportunity for stakeholders to contribute to the preparation, design and refinement of the PSP; and
- Keep stakeholders updated on project status and progress.

The first phase of engagement enabled the project team to build an understanding of how key landowners, government agencies, businesses, and operators use and experience the Precinct, the development and operational constraints they face, and their ideas and plans for the future.

It also provided an opportunity to test early ideas and gauge the level of support for key design concepts and controls that were being explored through the process.

Stakeholder engagement has been ongoing since late 2023, with input obtained through the following key methods:

- Monthly meetings with a Working Group involving representatives from DevelopmentWA, the Town, the City and the DPLH;
- Initial interviews with key existing landowners and tenants of the Precinct, and ongoing meetings (November 2023 – July 2025);
- Vision Workshop attended by 27 people (June 2024);
- Meetings with both the City and Town's Design Review Panels (August – September 2024);
- Local Government Elected Member Briefings (August – September 2024); and
- Concept Design Workshop attended by 22 people (December 2024).

3.1 Working Group

The Working Group was established to maintain ongoing communication between DevelopmentWA, the CoSP, the ToVP, and the DPLH and seek input and feedback on several matters. Monthly meetings focused on keeping the stakeholders updated on progress, discussing opportunities, resolving issues, coordinating implementation, minimising risk to the critical path and managing concurrent planning processes that affected the preparation and lodgement of the PSP. It is anticipated that the Working Group will continue to meet throughout the life of the PSP to ensure coordinated and consistent implementation, subdivision recommendations, development assessment, and amendment processes.

3.2 Key Stakeholder Interviews and Meetings

A series of interviews were held with landowners, tenants, and other key stakeholders identified as being directly involved in, or potentially affected by, major design moves, and key operators critical to the growth and development of the precinct. Engagement took place both before and after the two workshops to identify opportunities, address issues, seek feedback, work through any concerns, and gauge support. These stakeholders were also invited to the workshops.

3.3 Visioning Workshop

The Vision Workshop aimed to identify stakeholder values and understand underlying issues and opportunities. A series of activities were conducted with workshop attendees, which comprised various landowners and occupants within the Precinct and key government stakeholders, to establish design principles and a long-term vision to guide the Precinct's growth.

Figure 22 identifies the key themes that emerged during the workshop. The outcomes of the workshop informed the development of initial design scenarios, vision and objectives for the Precinct, which were subsequently refined and expanded throughout the process.

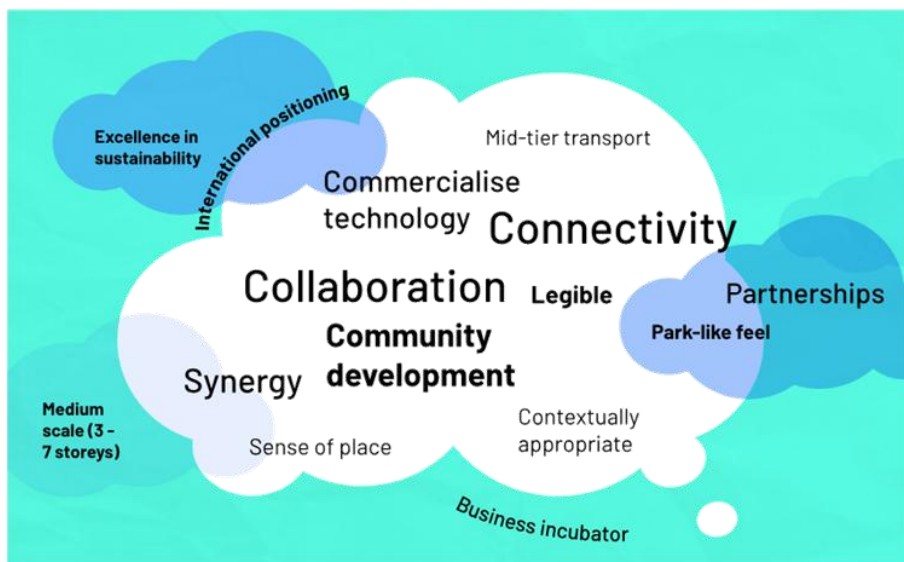


Figure 22: Vision Workshop Key Themes

Bentley Technology Precinct | [Precinct Structure Plan](#)

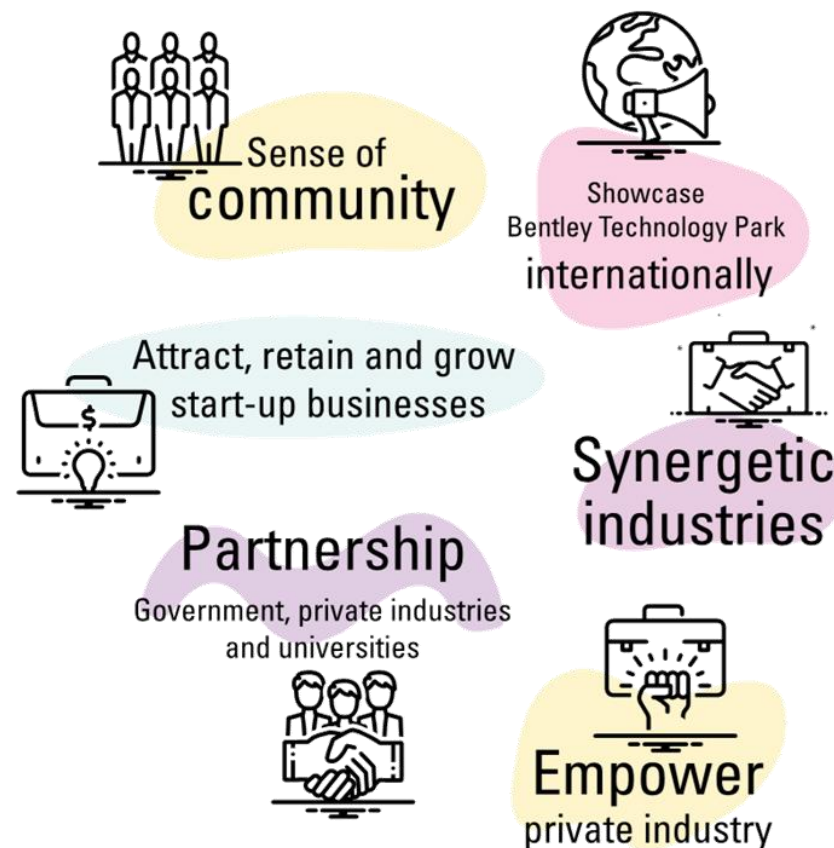


Figure 23: Guiding Principles from Vision Workshop

3.4 Elected Member Briefing

Briefings with Elected Members from the City and Town were held to inform Councillors of the preparation of the PSP, share the outcomes of the Vision Workshop, discuss design principles and the emerging vision for the Precinct, and provide an open forum to consider strategic priorities.

3.5 Design Review Panel Briefing

The project team participated in design review sessions with each respective local government's Design Review Panel to present the early design scenarios and discuss key spatial nodes, built form controls, land use and public realm characteristics. Outcomes from these sessions assisted in the refinement of concepts prior to the Concept Design Workshop with precinct stakeholders.

3.6 Concept Design Workshop

A second workshop was held with key Precinct stakeholders to discuss outcomes of preliminary engagement, discuss the evolution of design principles and the vision for the Precinct, and evaluate early design scenarios and identify preferred development outcomes.

Stakeholders indicated they were generally supportive of the project team's vision, particularly its emphasis on technology, innovation, and industry collaboration. They suggested minor refinements and additions to ensure that land use diversity and the desired place outcomes were more clearly reflected.



Images from Concept Design Workshop

Target activities were undertaken to seek preliminary feedback on key proposals to the movement network, public realm, built form and landscape. Key themes that were raised during these activities are summarised in **Figure 23**.

The workshop outcomes helped the project team refine the vision and objectives for the Precinct, the concept design that has informed the PSP, and the land use, subdivision and development controls. They also identified key design aspects requiring further discussion and negotiation with stakeholders to achieve outcomes that are both acceptable and practical. These matters were subsequently explored through a series of one-on-one meetings with key stakeholders.

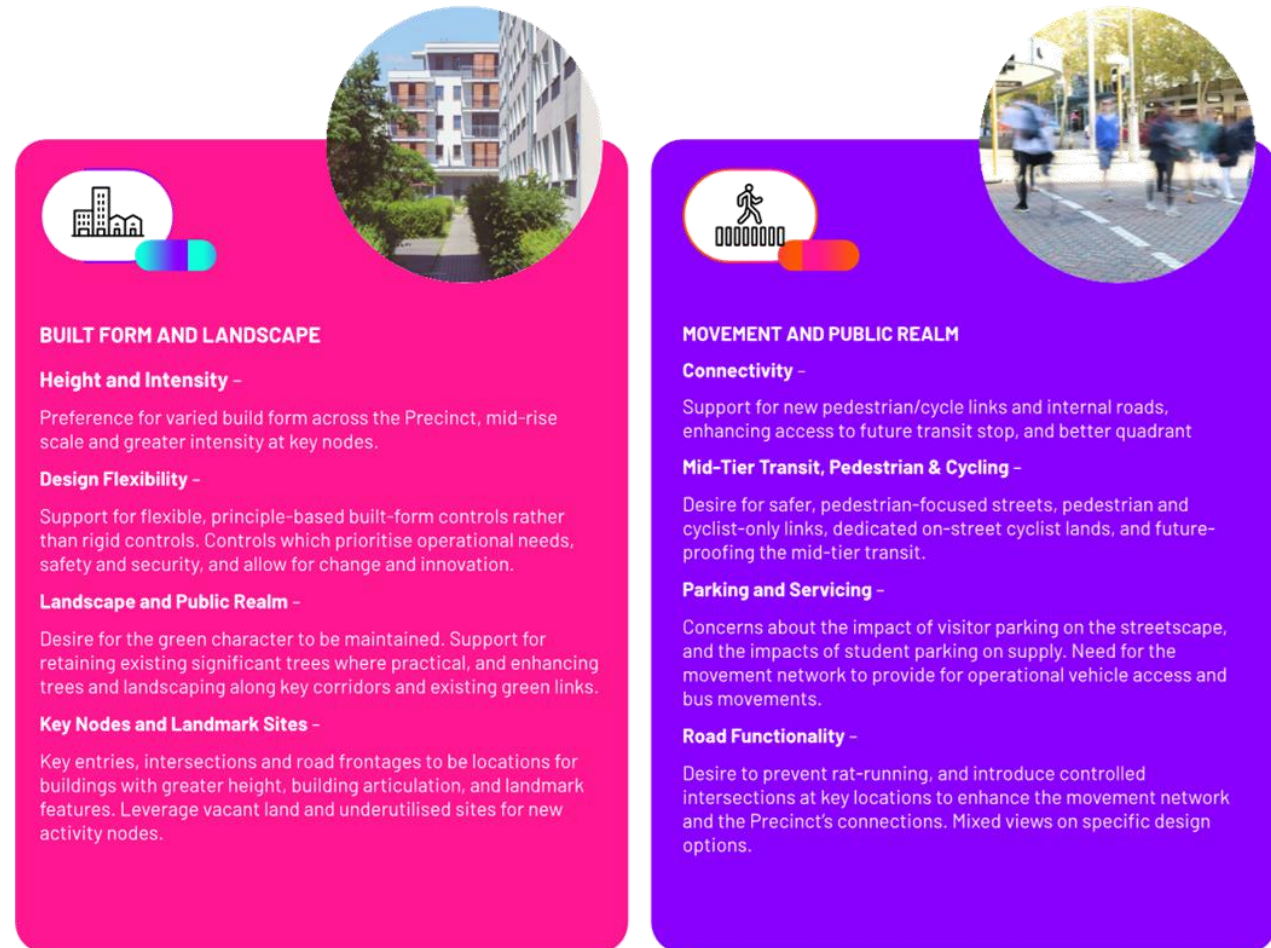


Figure 24: Concept Design Workshop Key Themes

4.0 Response to Context

Part 2, Section 2 provides a comprehensive analysis of the precinct, the outcomes of which have directly informed the design process. This section presents a summary and visual representation of the key considerations, including recommended actions for each design element subject to further investigation and testing. Many of these considerations and actions are interconnected across multiple design elements, reflecting the integrated nature of effective precinct planning and design.

4.1 Urban Ecology

Table 20 and **Figure 25** outlines the key environmental assets, constraints and opportunities that inform the ecological structure and landscape performance of the precinct.

Table 20: Urban Ecology Opportunities and Constraints

Theme	Issue	Opportunity	Key Considerations or Actions
Urban Ecology 	UE1	The site contains extensive areas of vegetation. Any clearing to facilitate development will require investigation to identify vegetation requiring protection (including potential foraging habitat for black cockatoos 16.56ha)	Retain and enhance existing vegetation to form part of biodiversity corridors and create more green spaces, where possible.
	UE2	Two local heritage places are listed within the precinct.	Acknowledge and celebrate as part of the cultural identity.
	UE3	Contaminated sites and presence of acid sulphate soils	Remediate sites to facilitate development
	UE4	Large, landscaped setbacks and mature tree canopy reduce developable land efficiency for high-intensity uses.	Green campus environment can be marketed as differentiator to attract knowledge-sector tenants seeking high-amenity settings.
	UE5	Existing pine plantation within the Precinct has an expected lifespan of a further 10-15 years.	Expand tree canopy, waterwise landscaping and sustainable building design to improve amenity.
			Consider the identification of environmental assets and retention through design formulation. Note the requirements of the Targeted Black cockatoo habitat assessment (September 2024).
			Consider opportunities to celebrate cultural identity through public art provisions or building design. Local government may require a heritage assessment to be carried out prior to the approval of any development proposed in a heritage area to ensure the protection of heritage assets.
			Consider implementing innovative remediation practices within the sustainability strategy where necessary.
			Balance ecological retention with higher site efficiency and explore adaptive reuse of landscaped areas to create functional green spaces that support and enhance amenity and biodiversity
			Plan for the transition of the pine plantation as it nears the end of its lifespan, replacing it with a more diverse and climate-resilient canopy that supports long-term amenity, biodiversity and urban cooling. Consider embedding tree canopy targets, Water Sensitive Urban Design and low carbon building requirements into PSP built form provisions.

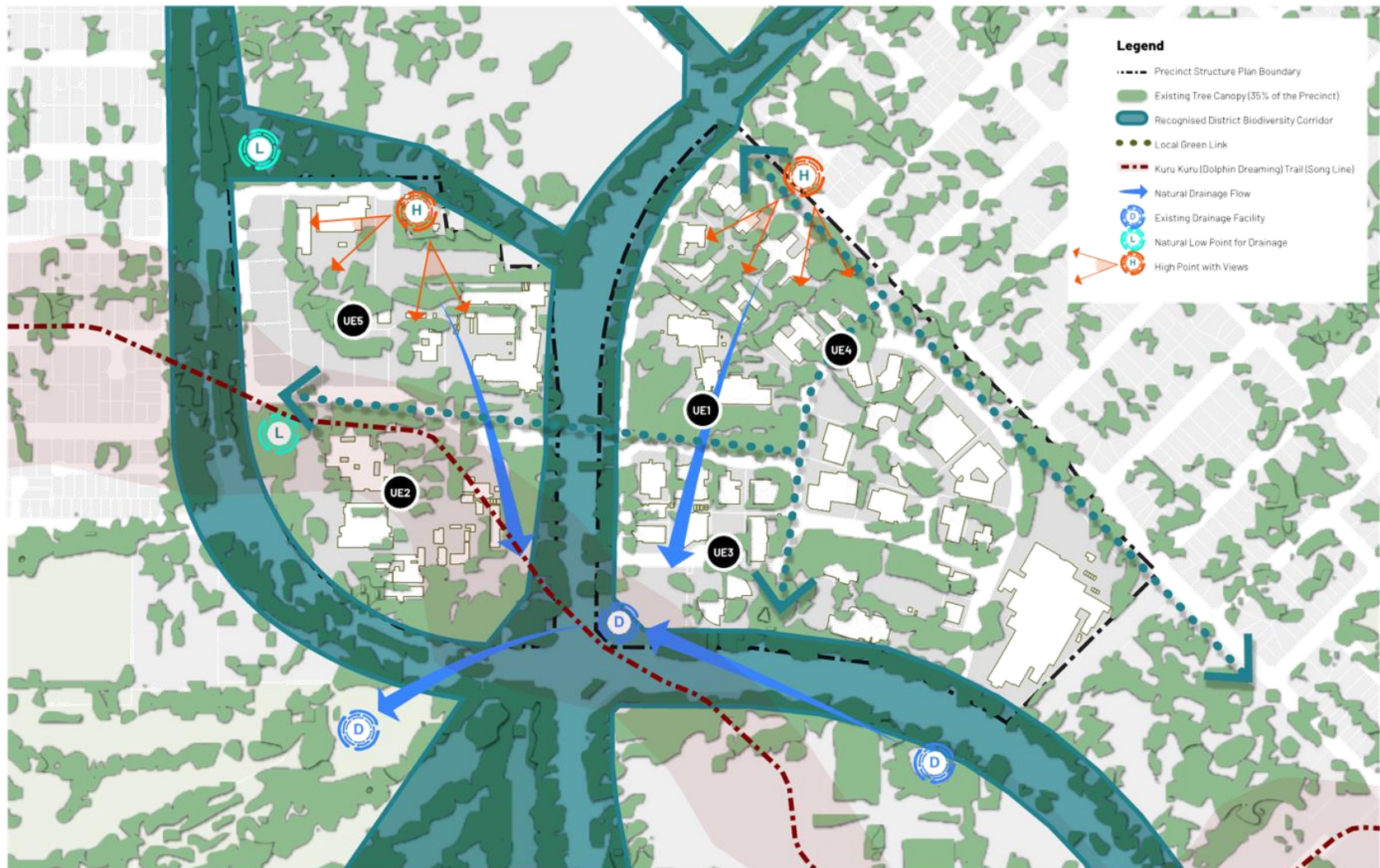


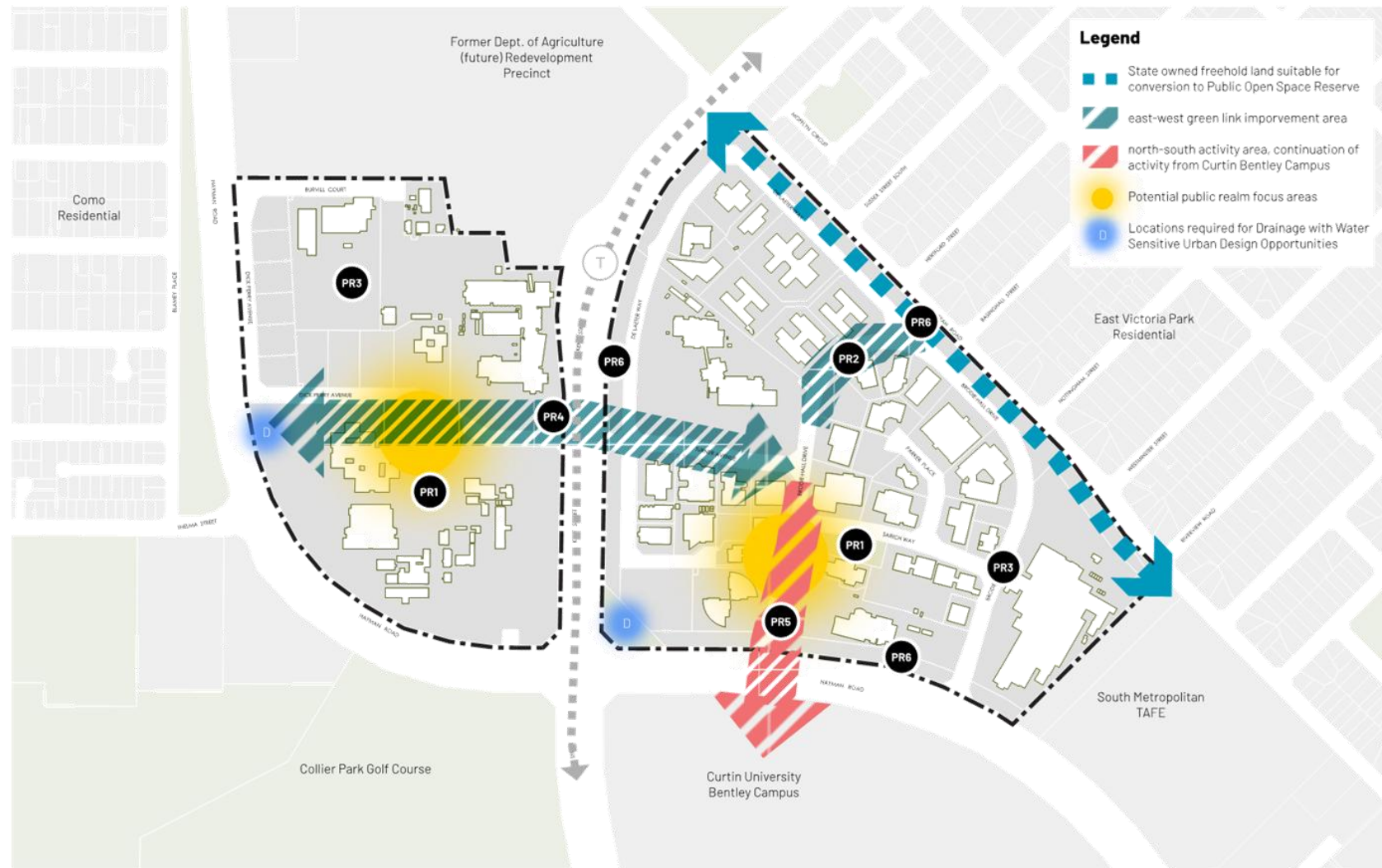
Figure 25: Urban Ecology Opportunities and Constraints

4.2 Public Realm

Table 21 and **Figure 26** summarises the key opportunities and challenges associated with public spaces, streets and green links that shape the quality and experience of the precinct.

Table 21: Public Realm Opportunities and Constraints

Theme	Issue	Opportunity	Key Considerations or Actions
Public Realm 	PR1 There is little public green space with amenity for users. Shared spaces within the precinct are underwhelming and do not support interaction or enhance well-being	Deliver engaging, multi-functional spaces (cafes, gyms, childcare, informal work areas) to support innovation culture.	Embed active ground floor requirements in specified areas and mandate design for inclusive, flexible spaces. Consider new public realm spaces that become focal points for the both the central and eastern precincts.
	PR2 Inconsistent and varying quality of the pedestrian and cyclist environment does not promote active modes of transport	There is greenspace and natural amenity present. Enhance key streetscapes to support pedestrian and cycle infrastructure.	Consider desired streetscape designs to promote pedestrian and cycling movement.
	PR3 Low activation and usage after hours reduces vibrancy and attractiveness for workers.	Activate ground floors with services, cafes, and collaboration spaces through upgraded streetscapes and POS to attract and retain users	Coordinate upgrades through public-private partnerships; design for day-night use to support economic activation through planning controls.
	PR4 Investigate opportunity for enhanced east-west green linkage.	Investigate opportunity for enhanced east-west green linkage across Kent Street.	Plan for protection of large mature trees and coordination of front setback areas in private landholdings to contribute toward green linkage. Planning controls to consider increased front setbacks for landscape emphasis.
	PR5 Large setbacks and car-orientated nature of Hayman Road creates a physical barrier between the main southern entry to the Precinct.	An enhanced entry from Brodie Hall Drive could provide an extension of activity and better integration with the Curtin University Bentley campus.	This location creates the most logical location for higher quality public realm investment and to encourage private investment to deliver active uses to frame focused areas.
	PR6 20m wide slithers of land adjacent Hayman Road, Kent Street and Jarrah Road are owned by the State (West Australian Land Authority) in Freehold, and have large mature trees including Australian natives and pines from the historic pine plantation. Ongoing management of these spaces is not guaranteed.	Consider green linkages that can be protected in perpetuity by converting freehold lots to formal Public Open Space Reserves. Consider freehold land that is logical to amalgamate within abutting development sites (ie. those fronting Hayman Road to the south).	Consider transfer of State land held in freehold to formal Reserves for the purposes of retaining and enhancing landscape linkages. For freehold land to the south adjacent Hayman Road, consider larger setbacks for tree retention that may still contribute to ecological function but allow amalgamation into adjoining lots. Investigate impact on tree retention within land between De Laeter Way and Kent Street if land is made available for development and securing east-west connections.



4.3 Urban Structure

Table 22 and Figure 27 identifies the key spatial and structural considerations influencing the organisation, connectivity and legibility of the precinct.

Table 22: Urban Structure Opportunities and Constraints

Theme		Issue	Opportunity	Key Considerations or Actions
Urban Structure 	US1	The precinct currently lacks walkability, compact urban form, and mid-tier transport connections.	Capitalise on improving connectivity, urban density, and transport integration to support a vibrant and accessible precinct.	Consider planning provisions and incentives that facilitate pedestrian-friendly environments, mixed-use developments, and enhanced public transport and active transit options, with a focus on urban compactness and medium-tier connectivity.
	US2	Large sites remain underdeveloped and inefficiently utilised	Capitalise on underdevelopment and increase scale and intensity	Consider provisions to support subdivision or development opportunities with a focus on enhancing the scale and/or intensity of development on large-scale sites.
	US3	Existing capital investments and business activities may constrain redevelopment potential	Opportunity to leverage existing business operations and investments to create phased or incremental redevelopment strategies that minimise disruption and maximize return.	Consider provisions that: - support redevelopment while maintaining existing business operations, including providing flexibility, where practicable. - Provides for land use synergies with existing business operations
			Potential for innovation through redevelopment that aligns with existing businesses and by strategically integrating redevelopment with current business strengths	
	US4	The road reserve width of Hayman Road and Kent Street has created barriers between Curtin University, Technology Park West, and Technology Park Centre to operate independently, limiting physical and social interaction.	Leverage existing connectivity and integration between precincts. Enhanced integration could foster collaboration, improve knowledge spillovers, and position the wider area as a unified innovation districts.	Explore streetscape treatments and intersection designs to allow for safe pedestrian crossing points to assist with physical connectivity. Safeguard mid-tier transit interfaces and establish technological connectivity through shared servicing infrastructure.
	US5	Complex land ownership across State Government Agencies, Private Industry and Academia	Strengthen partnerships to unlock land synergies and collaboration	Ensure land use controls are flexible and adaptable to enable shared-use facilities and collaboration by users.
	US6	Long-term vacant lots between Burville Court and Dick Perry Avenue (since December 1999) shows weak investment interest.	Target ready-made sites for catalyst developments to re-energise market confidence.	Consider suitable and appropriate built form controls which provide large, flexible building footprints to cater for a range of potential future tenants and prioritise these lots for anchor tenancy attraction or demonstration projects (i.e. innovation hub or co-working development).
	US7	Fragmented land ownership and outdated lot patterns limit coordinated redevelopment.	Use sub-precincts to cluster complementary industries and support growth of priority industries	Investigate land assembly, zonings and planning controls to support sub-precincts and industry cluster needs.
	US8	Inconsistent distribution of buildings and open space has created gaps, underutilised land, and weak spatial cohesion between sub-precincts	The pattern of existing buildings and open spaces creates a structural framework that guides how new buildings can relate spatially to surrounding forms, preserving the area's overall character.	Implement a framework to guide sub-precinct planning, ensuring infill development respects open spaces, sightlines, green corridors and reinforces legibility and connectivity between new and old development.
	US9	Curtin University's current learning, teaching, research, industry, and workplace facilities supporting the faculties of Science and Engineering and Health Sciences are physically separated and remote from the broader campus, limiting integration.	Acknowledge and strengthen the relationship with Curtin University's main campus by improving connectivity and fostering synergies between the facilities to enhance collaboration, innovation, and shared resources.	Develop integrated planning and transport strategies within the PSP to enhance physical and functional connectivity between these remote faculties and the broader Curtin campus, including improved pedestrian and transit links, shared amenities, and co-located research and innovation spaces that support academic-industry collaboration and vibrant campus life.

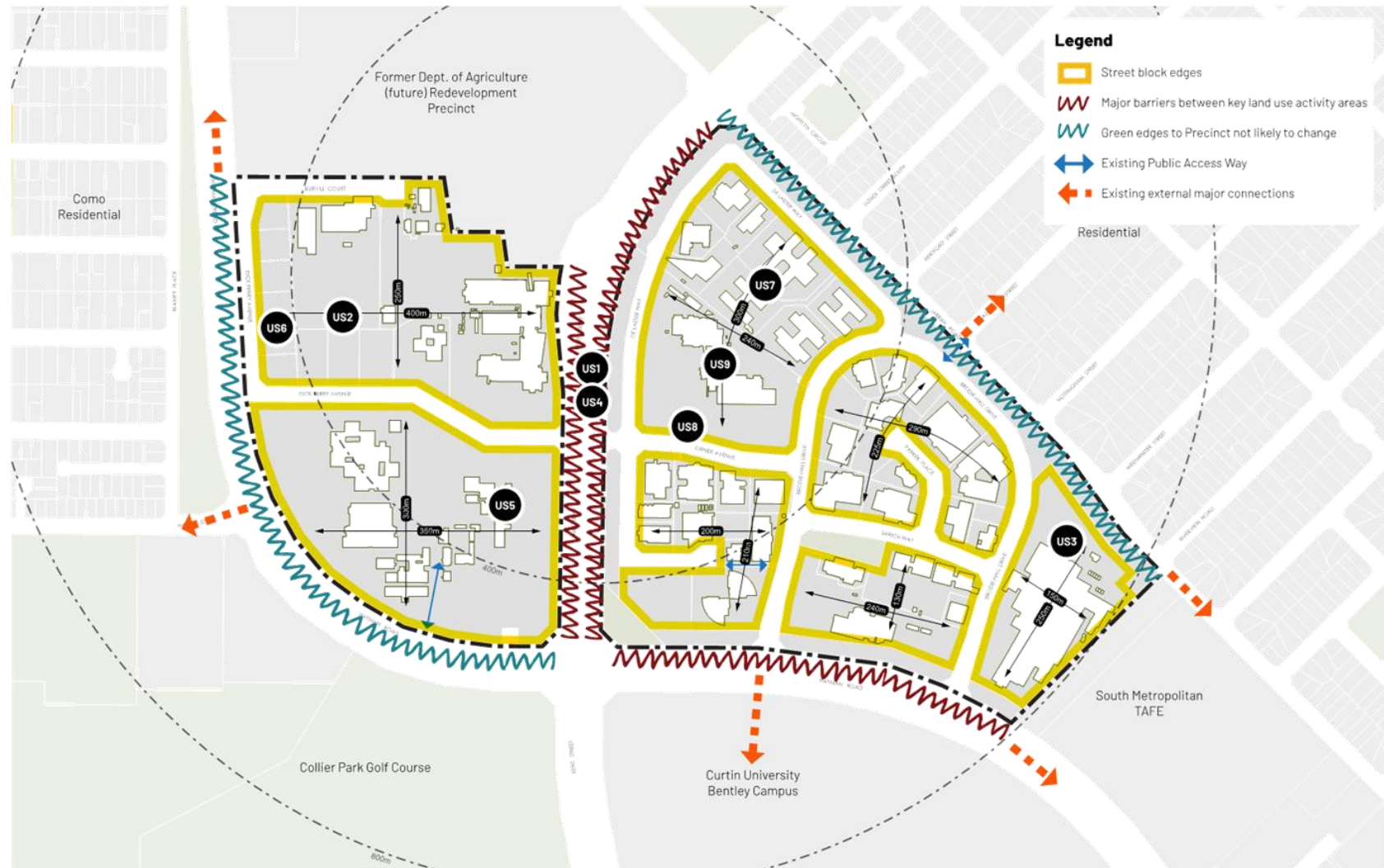


Figure 27: Urban Structure Opportunities and Constraints

4.4 Movement

Table 23 and **Figure 28** outlines the key opportunities and constraints relating to movement, access and connectivity across the precinct.

Table 23: Movement Opportunities and Constraints

Theme	Issue	Opportunity	Key Considerations or Actions
Movement 	M1	The proposed Rapid Transit corridor along Kent Street may not be viable in the short to medium term and could constrain redevelopment if required to be addressed through the PSP at this stage. The Bentley-Curtin Specialised Activity Centre plan identifies two preferred Rapid Transit Stop locations along Kent Street which represent an opportunity to: • Optimise land use diversity and compactness • Increase public transport ridership • Reduce car dependency • Maximise walkability • Reduce parking demand	Consider how to maintain the potential for a future Transit Precinct while not compromising opportunities for intensification in the interim. This may include: • Optimising connectivity opportunities in the short term while safeguarding future connections • Maintaining flexibility in land use • Allowing flexibility in built form, including scale and height
	M2	Access to the perimeter road network is limited to Burville Court, Dick Perry Avenue, Turner Avenue, and Brodie Hall Drive. Intensification provides the opportunity to consider new connections and optimise connectivity and pedestrian and cyclist amenity within the precinct	Conduct a connectivity analysis to assess how to enhance connectivity and suggest improvements for the network's access and egress within the precinct
	M3	Kent Street and Hayman Road act as significant barriers to integration between Technology Park East and West and Curtin University to the south. Their high traffic volumes and vehicle speeds reduce pedestrian and cyclist safety and amenity. The existing Kent Street road reservation is 60m in part and the Hayman Road reservation is 45m. Current traffic volumes suggest there may be an opportunity to review the road reservation and cross sections for these roads to support a more integrated pedestrianised outcome that would support better integration between precincts.	Consider opportunities to review the design and cross sections of Kent Street and Hayman Road to facilitate improved pedestrian connectivity and amenity
	M4	Opportunities to expand the road network are limited due to a high degree of land fragmentation, restricting connectivity improvements. Retaining larger landholdings may also support large-scale research and innovation uses that can operate without direct interface with public thoroughfares. Leverage and optimise the established road network to support increased urban intensification and maximise the use of existing transport assets	Integrate planning policies within the PSP that prioritise efficient traffic management, enhanced connectivity through alternative transport modes (such as cycling and pedestrian pathways), and support strategic infrastructure upgrades that optimise existing road capacity while encouraging sustainable movement and access within the precinct.

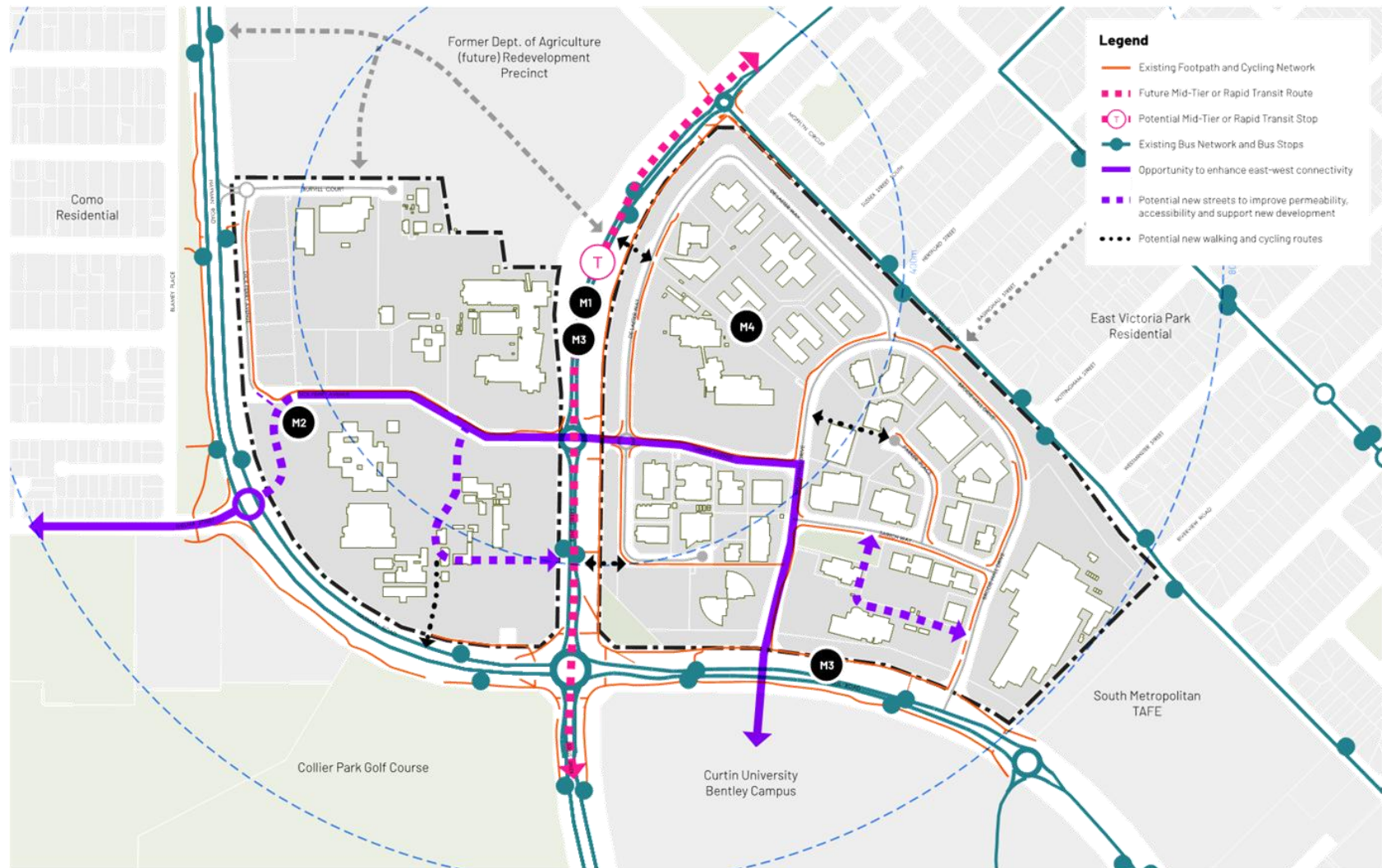


Figure 28: Movement Opportunities and Constraints

4.5 Land Use

Table 24 and **Figure 29** summarises the key land use considerations influencing the economic role, flexibility and long-term development of the precinct.

Table 24: Land Use Opportunities and Constraints

Theme	Issue	Opportunity	Key Considerations or Actions
Land Use 	LU1	Current planning framework (restrictive covenants) limits redevelopment opportunities and the ability for collaboration amongst business, educational institutions and government agencies	Review role of restrictive covenants to provide greater flexibility in line with vision Progress removal of restrictive covenants with the Town of Victoria Park to allow the provisions in the PSP to provide the over-arching guidance for subdivision and development within the precinct.
		Review of the planning framework to provide for greater land use flexibility	Consider opportunities to incorporate planning controls that enable greater land use flexibility.
	LU2	Lack of commercial land uses that support activation, well-being and vitality	Increase presence of retail and commercial land uses within the precinct to support businesses, employees and visitors
			Review land use spatially and identify areas within Bentley Technology Park suitable for commercial development. Maintain flexibility in zoning to accommodate emerging industries; ensure supporting uses are integrated to create a self-sustaining precinct. Consider built form controls to incentivise collaboration (height bonuses, shared-use requirements, etc.).
	LU3	The land use focus of Technology Park is unclear, with a diverse mix of tenants, including some not aligned with the core innovation and technology precinct objectives. Significant anchor tenants exist in key sectors such as pharmaceutical, data, supercomputing, and mining/METS research but co-exist with unrelated businesses	Strengthen and clarify the precinct's identity by fostering a cohesive innovation and technology ecosystem anchored by existing sector leaders, while managing and aligning tenant diversity to reinforce the core focus.
			Develop and implement a precinct-specific land use and tenant mix strategy that prioritises innovation and technology sectors, supports anchor tenant growth, and incorporates provisions to manage diversification, thereby ensuring consistency with the precinct's strategic vision and optimising the precinct's competitive positioning.
	LU4	Existing tenants are operating in isolation and not leveraging advantage of co-location within Bentley Technology Park	Capitalise on of the proximity of existing anchor tenants opportunities by enhancing collaboration spaces and shared infrastructure to foster innovation and cross-sector partnerships.
			Incorporate planning provisions within the PSP to facilitate shared-use facilities, co-working spaces, and flexible interaction zones—such as The Hub innovation and co-working space—designed to promote connectivity, knowledge sharing, and active engagement among tenants and stakeholders within Bentley Technology Park.
	LU5	The existing research and innovation infrastructure may not fully accommodate the evolving needs of emerging sectors, particularly in providing flexible laboratory environments.	Potential growth areas are expected in the alternative energy, critical minerals, AI and sustainability sectors, which identifies the opportunity for flexible space from research labs through to dirtier labs
			Incorporate flexible zoning and design guidelines within the PSP that support a range of laboratory types and intensities, ensuring infrastructure provisions that cater to evolving technological requirements, regulatory compliance for dirtier labs, and the integration of specialised facilities to attract and retain high-value research tenants.
	LU6	The interface between the precinct and surrounding residential neighbourhoods requires careful management to ensure appropriate land use and built form transitions.	The residential interface presents an opportunity to deliver a well-designed edge that integrates complementary land uses, landscape buffers, and graduated built form transitions.
			Incorporate planning controls to ensure appropriate transitions in land use, building height, and scale at residential interfaces.

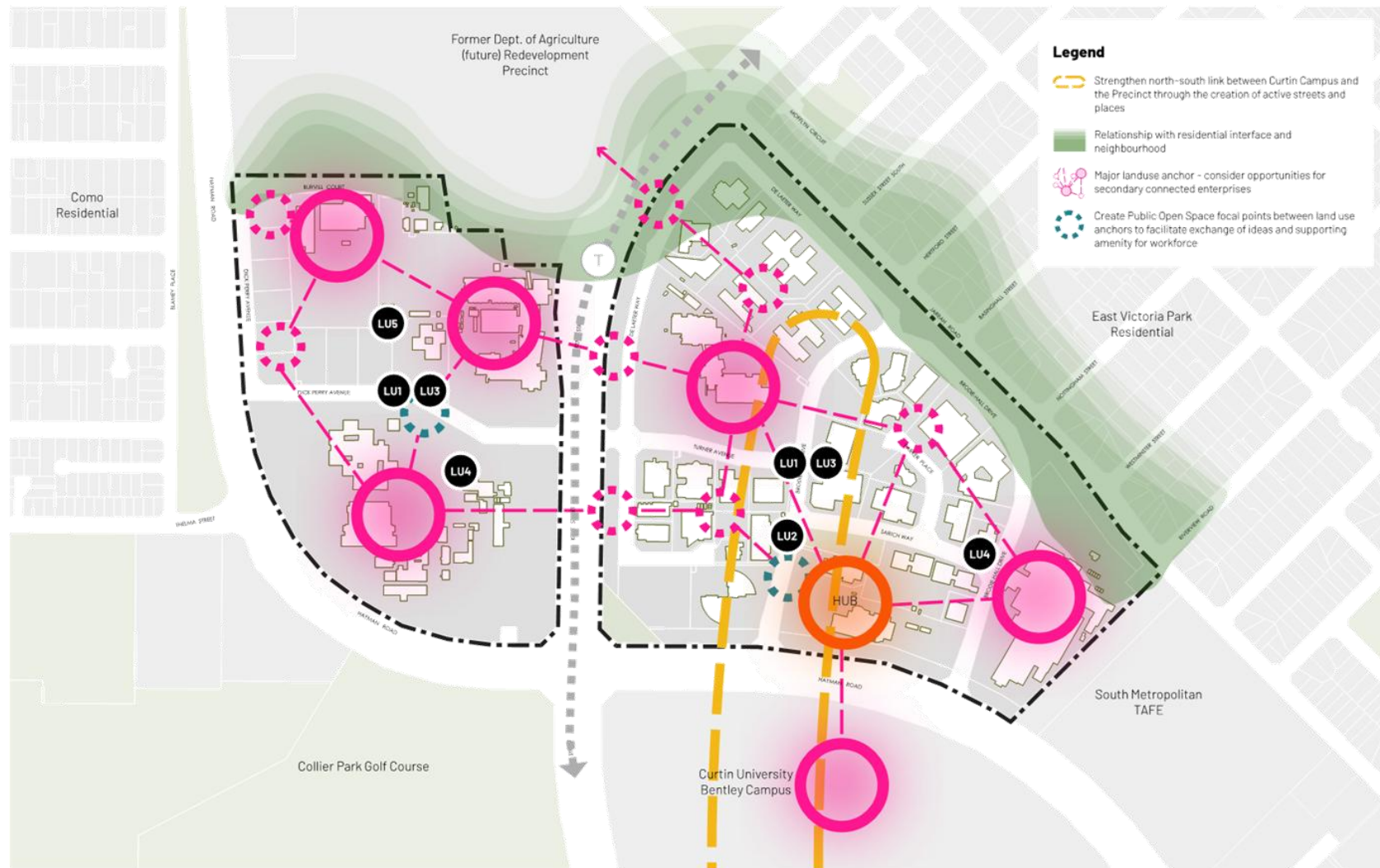


Figure 29: Land Use Opportunities and Constraints

4.6 Built Form

Table 25 and Figure 30 identifies the key built form considerations that influence the character, scale and interface of development across the precinct.

Table 25: Built Form Opportunities and Constraints

Theme	Issue		Opportunity	Key Considerations or Actions
Built Form 	BF1	Existing planning controls do not provide for appropriate built form outcomes commensurate with landowner intentions and vision for precinct.	Review the planning framework to provide for greater flexibility with massing, scale and height.	Progress the removal of restrictive covenants imposed on land within Town of Victoria Park and introduce planning controls that enable landowners and tenants deliver built form outcomes which align with their needs and operations.
	BF2	Fragmented, small-scale development has limited precinct identity and economic impact	Enable bold, precinct-scale developments that set a stronger innovation brand	Set additional built form controls for 'Landmark Locations' to support growth of Precinct identity and presence.
	BF3	Large, landscaped setbacks and mature tree planting reduces developable efficiency	Repurpose setbacks as multifunctional green linkages and activated social edges.	Allow for active uses (i.e. outdoor café seating, public art installations, fitness pockets or shaded outdoor seating) within setback zones and consider integrating biodiversity and social amenity in streetscape design.
	BF4	Ageing and outdated design, infrastructure, and development within Precinct	Potential for sustainable building practices and green infrastructure to align with tenant ESG targets.	Consider implementation of sustainable building design as part of PSP planning controls.
	BF5	Gaps or fragmented blocks identified in figure-ground analysis highlight redevelopment challenges, due to difficult site configurations, which may hinder cohesive urban form and efficient land use	These gaps and fragmented blocks also represent infill and redevelopment potential, offering opportunities to densify and activate underutilised spaces to create a more connected and vibrant urban environment.	Encourage strategic consolidation and design interventions that address fragmented sites by promoting infill development, improved site amalgamation, and urban design solutions to enhance connectivity, legibility, and the overall public realm experience while responding sensitively to existing urban patterns.
	BF6	The existing built form across the precinct is inconsistent, featuring a mix of fine-grained small buildings and large consolidated structures which creates challenges for redevelopment as some sites cannot easily accommodate modern floorplates or higher-density forms.	Leverage this diversity as a foundation for a flexible redevelopment framework that supports both incremental renewal of smaller sites and larger anchor projects, fostering a resilient mix of scales and building typologies.	Ensure the PSP responds thoughtfully to the spatial relationship between built (solid) and unbuilt (void) areas by promoting redevelopment that is context-responsive and cohesive, balancing density and scale variations with urban design principles that enhance connectivity, public realm quality, and long-term precinct adaptability.
	BF7	Car parking occupies an underutilised space that hinders the intensification potential of the development	Existing car parking areas provide an opportunity to be considered a strategic asset if planned holistically as part of a mixed use redevelopment.	Consider opportunities to embed planning controls through the PSP that provides: - flexible parking requirements to facilitate staged redevelopment, whilst maintaining business operations - relaxed parking standards to facilitate intensification
	BF8	The precinct currently lacks clearly defined focal points and architectural markers that help establish identity, orientation, and a strong sense of place.	Strategically located feature buildings can act as visual markers that frame key streets, public spaces, and gateway locations while reinforcing the innovation-focused identity of the precinct.	- Identify prominent sites suitable for feature buildings, particularly at key intersections, gateways, and major public spaces. - Encourage distinctive architectural design to create recognisable and high-quality buildings. - Align feature building locations with important movement corridors, public spaces, and key destinations within the precinct. - Encourage buildings that reflect the innovation and research character of the precinct.
	BF9	The precinct currently lacks a clear built form hierarchy, with limited opportunities for taller buildings that can act as landmarks and reinforce key nodes within the precinct.	Designated landmark sites present an opportunity to introduce additional building height at strategic locations, helping to define key activity nodes, support higher-intensity land uses, and strengthen the identity and legibility of the precinct.	- Identify and protect key landmark sites where additional building height may be appropriate. - Concentrate increased building height at strategic locations such as key intersections, activity nodes, and future transit corridors. - Manage transitions in building height to surrounding development to minimise visual and amenity impacts. - Encourage high-quality architectural design for landmark buildings to ensure they contribute positively to the precinct's character.



5.0 Vision

An **internationally recognised centre for science, technology and research**, where a connected community of companies, institutions, and government fosters **collaboration** and transforms bold ideas into **innovation and commercial success**.

The Precinct will be a **vibrant, welcoming and active destination**, designed to support working, visiting and enjoyment. It will accommodate a **rich mix of uses** that activate the area during the day and night, **attract investment** and bring people together through **high-quality public spaces** and a range of **complementary activities** that support its role as a specialised centre for science, technology and research.

Concept Masterplan Design Framework

Urban Ecology



- 1 Strengthen landscape character through expanded canopy and green links.
- 2 Enhance biodiversity, urban cooling and climate-resilient landscapes.
- 3 Celebrate Aboriginal cultural heritage within the public realm.

Public Realm



- 4 Deliver a connected network of public spaces and green corridors.
- 5 Activate streets and public spaces with pedestrian-focused development.
- 6 Create vibrant third places supporting collaboration and interaction.

Urban Structure



- 7 Establish a clear and adaptable precinct structure.
- 8 Strengthen connections between anchor tenants and innovation clusters.

Movement



- 9 Prioritise walking, cycling and public transport across the precinct.
- 10 Improve connections to Curtin University and future transit corridors.

Land Use



- 11 Reinforce the precinct's role as a centre for research and innovation.

Built Form



- 12 Enable flexible development with active edges and appropriate transitions.



Figure 31: Illustrative 3D Representation of the Concept Masterplan

6.0 Design Response

The design framework establishes a coordinated approach to guide the long-term evolution of Bentley Technology Park into a more connected, vibrant and innovative precinct. The framework responds to the precinct's existing strengths, including its proximity to Curtin University, established research and technology tenants, and significant landscape assets.

The framework is structured around a series of interrelated design themes – Urban Ecology, Urban Structure, Public Realm, Movement, Land Use and Built Form – which together provide a comprehensive and integrated approach to precinct planning and development.

Urban Ecology forms the foundational layer, establishing the landscape, environmental and ecological systems that underpin the precinct's identity and long-term performance. Building on this, the Public Realm and Movement frameworks shape how these systems are experienced and function, through the design of streets, open spaces, green links and movement networks.

Urban Structure, Land Use and Built Form then respond to and reinforce these systems, guiding how development is organised, how activities are distributed and how buildings contribute to the character, functionality and activation of the precinct.

Together, these themes provide an integrated design framework that supports economic growth, improved connectivity and enhanced amenity. The framework seeks to strengthen the precinct's role as a leading innovation destination while creating a more walkable, sustainable and collaborative environment for workers, businesses and visitors.

Figure 31 and 32 includes 2D and 3D versions of the concept masterplan.

Concept Masterplan Design Framework

- | | |
|--|---|
| 1 POS 1 Western Gateway | 10 New pedestrian and cyclist connection 2 between DeLaeter Way and Kent Street |
| 2 POS 2 Western Heart | |
| 3 POS 3 Public Square | 11 New pedestrian and cyclist connection 3 between Watts Place (west) and Kent Street |
| 4 POS 4 Pine Grove Plaza | |
| 5 New Road 1 connection between Dick Perry Avenue and Hayman Road | 12 Improved pedestrian and cyclist connection 4 between Watts Place (east) and Brodie-Hall Drive, making the most of the existing reserve |
| 6 New Road 2 connection between Dick Perry Avenue and Kent Street | |
| 7 New pedestrian and cyclist connection 1 between Road 2 and Hayman Road | 13 Improved pedestrian and cyclist connection 5 between Brodie-Hall Drive and Jarrah Road |
| 8 POS 5 Green Edge | |
| 9 New Road 3 connection between Sarich Way and Brodie-Hall Drive | 14 New pedestrian and cyclist connection 6 between Brodie-Hall Drive and Parker Place |



Figure 32: Concept Masterplan - For Illustrative Purposes Only

Bentley Technology Precinct | Precinct Structure Plan

6.1 Urban Ecology



Design Objectives

- Strengthen the precinct's landscape character by retaining high-value trees where possible, increasing tree canopy cover and enhancing established green links.
- Enhance the ecological function and support urban cooling by consolidating existing green links, providing for additional tree planting and landscaping, utilising water-wise and climate resilient species, and embedding water sensitive urban design practices.
- Integrate Aboriginal cultural values, including the Dolphin Dreaming (Kuru Kuru) Trail, into the public realm and landscape through planting, materials and interpretive elements that reinforce cultural identity, recognise history and strengthen sense of place.
- Ensure new development integrates with the natural landscape, complements the existing tree canopy, and supports the ongoing enhancement of established green links.

Stakeholder Priorities

Stakeholder engagement highlighted the following priorities:

Maintain biodiversity links

Maintaining the existing vegetation corridors that run through the precinct so the landscape remains connected and continues to support local habitat and amenity.

Sustainable infrastructure

Supporting infrastructure solutions that improve sustainability while also being practical, reliable, and cost-effective for businesses operating in the precinct.

Greening

Maintaining and expanding tree canopy and landscaping to preserve the green campus feel that tenants and employees value.

Design Moves

The following design moves translate the urban ecology framework into clear spatial directions that support environmental performance and resilience across the precinct.

Protect and Retain Existing Vegetation

Prioritise retention of significant trees and ecological assets, particularly mature canopy and habitat areas.

Establish a Connected Ecological Network

Deliver continuous green corridors that support biodiversity, habitat connectivity and ecological function.

Integrate Water Sensitive Urban Systems

Embed WSUD as a core structuring element to manage stormwater, support infiltration and protect groundwater systems.

Increase Tree Canopy Coverage

Expand canopy across streets, open spaces and development sites to support urban cooling and ecological performance.

Support Biodiversity and Habitat Outcomes

Incorporate planting diversity and habitat opportunities to strengthen ecological resilience.

Respond to Microclimate Conditions

Use landscape systems to mitigate heat, manage solar exposure and improve environmental comfort.

Design Response

Green Connections

Key Considerations

- Existing vegetation contributes to biodiversity and landscape character.
- Ecological connections can strengthen habitat networks and urban cooling.
- Green corridors can support comfortable walking and cycling environments.

Current Condition

The precinct contains significant areas of vegetation and mature landscaping that contribute to its green campus character. However, these areas are not always connected as part of an integrated ecological network.

Plan Response

Establish green connections that retain key vegetation and link landscaped areas, open spaces and movement corridors.

Landscape Enhancement

Key Considerations

- Existing tree canopy contributes to precinct identity and amenity.
- Landscape resilience can be improved through species diversity and water-sensitive design.
- Ageing landscape assets provide opportunities for renewal.

Current Condition

Mature landscaping and tree canopy are present across the precinct, including areas associated with the historic pine plantation. These landscapes contribute to amenity but may require renewal over time.

Plan Response

Enhance the landscape framework by introducing a more diverse and climate-resilient urban canopy and integrating water-sensitive design.

Public Open Space and Ecological Integration

Key Considerations

- Accessible public open spaces support wellbeing, social interaction and everyday use.
- Landscape design can reinforce ecological function, cultural identity and place character.
- Public open spaces can integrate ecological, recreational and water management functions.

Current Condition

Existing landscaped areas contribute to amenity and ecological value but are not always accessible or configured as functional public open spaces.

Plan Response

Deliver a network of public open spaces that integrates ecological systems with recreation and everyday use, reinforcing the precinct's landscape structure and supporting both environmental performance and user amenity.



Plan messaging

Strengthen Landscape Corridors

Retain mature canopy and reinforce green links across the precinct.

Expand Urban Tree Canopy

Increase tree planting to support biodiversity, shade and urban cooling.

Enhance Ecological Networks

Connect vegetation corridors and habitats through streets, POS and setbacks.

Integrate Water Sensitive Design

Embed WSUD systems within streets and open spaces to support landscape health.

Figure 33: Urban Ecology
Design Response

Legend

- | | | |
|--|--|--------------------------------------|
| PSP Area | District ecological network - landscaped verges and tree planting | Existing drainage (WSUD opportunity) |
| Maximise tree retention and enhance landscaped edges | Local ecological network - street tree enhancement and landscaping | New drainage (WSUD opportunity) |
| Redevelopment to enhance shade and landscaping | Public open space | Water flow |

Urban Ecology



Context

Bentley Technology Park is characterised by an established landscape framework comprising mature tree canopy, landscape corridors and areas of remnant vegetation. These elements contribute strongly to the precinct's identity and environmental performance, providing shade, visual amenity and ecological value within the broader urban context.

Design rationale

Retaining and strengthening this landscape structure is essential to maintaining the distinctive campus character of the precinct while improving environmental performance. Mature canopy and landscape corridors also support urban cooling, biodiversity and improved pedestrian comfort, making them an important component of the precinct's long-term sustainability.

Framework response

The design framework therefore positions landscape and ecological systems as primary structuring elements of the precinct. Existing tree corridors are retained where feasible and strengthened through additional canopy planting, integrated public open space and landscape-sensitive development outcomes. New development is expected to contribute to this network through deep-soil planting, water-sensitive design and climate-responsive landscaping.

The spatial distribution of these landscape systems and the proposed ecological framework are illustrated in **Figure 33**.

The following sections set out the key ecological components of the precinct, detailing how landscape systems and environmental assets are to be retained, enhanced and integrated over time.

Bentley Technology Precinct | [Precinct Structure Plan](#)

6.1.1 Green Connections

Role and Function

Green connections form the ecological backbone of the precinct, linking existing tree corridors, remnant vegetation and landscaped streets into a continuous network.

These corridors contribute not only to the visual identity of the precinct, but also to its environmental performance. Mature canopy provides urban cooling, supports biodiversity – including potential black cockatoo foraging habitat – and enhances the quality of the pedestrian environment through shade and landscape continuity.

Network and Structure

The precinct contains a series of established landscape corridors along Kent Street, Hayman Road, Jarrah Road and key internal streets, together with remnants of the historic pine plantation. These elements provide a strong foundation for a connected ecological network.

The design framework strengthens these corridors by:

- reinforcing east–west and north–south connections
- linking landscape corridors with public open spaces and streets
- extending canopy through additional planting across public and private land

This approach improves ecological connectivity while reinforcing the spatial structure and legibility of the precinct.

Design Approach

Future development is expected to:

- retain significant trees where feasible
- strengthen canopy corridors through additional planting
- integrate landscape within streets, setbacks and public spaces
- contribute to a continuous and connected green network

Where vegetation removal is required, replacement planting should support the long-term integrity and resilience of the canopy network.

6.1.2 Landscape Enhancement

Role and Function

Landscape enhancement builds on the precinct's established green character, ensuring that environmental performance and visual quality are maintained and improved as the precinct intensifies.

The precinct's natural landform, including its gradual slope toward the south, plays an important role in shaping its landscape character, drainage patterns and development structure.

Design Approach

The design framework promotes a landscape-led approach to development, where new built form responds to natural conditions and contributes to broader ecological outcomes.

Key directions include:

- responding to natural topography and minimising major earthworks
- retaining and enhancing mature canopy to support urban cooling
- incorporating climate-responsive planting suited to local conditions
- integrating water-sensitive urban design, including rain gardens, infiltration systems and bio-retention areas

These measures support improved microclimate, water management and long-term environmental resilience, while reinforcing the precinct's campus-style identity.

6.1.3 Public Open Space and Ecological Integration

Role and Function

Public open space plays an important role in reinforcing the ecological framework of the precinct, supporting both environmental and social outcomes.

While the precinct contains substantial landscaped areas, many have historically functioned as visual buffers or drainage areas rather than accessible or activated spaces.

Design Approach

The design framework introduces a more deliberate network of public open spaces that integrate ecological function with recreation and everyday use.

These spaces are to:

- support biodiversity and environmental performance
- provide opportunities for informal interaction, outdoor working and respite
- integrate with existing vegetation, drainage corridors and landscape systems
- contribute to a connected and legible green network across the precinct

Where possible, public open spaces should align with existing landscape assets to maximise ecological value while improving accessibility and usability.

Detailed design and activation of these spaces, including their role as key social and functional destinations within the precinct, is addressed in **Section 6.2**.

6.2 Public Realm



Design Objectives

- Deliver a connected network of high-quality public spaces, streets and green links that prioritise walkability, pedestrian comfort and safe, legible movement throughout the precinct.
- Retain and increase tree canopy and integrate climate-responsive landscaping to enhance street greening, strengthen landscape character and support urban cooling.
- Ensure development positively addresses streets and public spaces through active frontages, smaller-scale built form and high-quality, pedestrian-focused interface treatments.
- Provide active, attractive and functional 'third places' for workers, visitors and residents that integrate with the public realm and support collaboration, knowledge sharing, informal interaction and recreation.
- Enhance pedestrian amenity within streets and public open spaces through shade, shelter, seating, lighting, active land uses and other human-scale design elements.

Stakeholder Priorities

Stakeholder engagement highlighted the following priorities:

Maintain landscape character

Maintaining the established landscaped environment that contributes to the identity and attractiveness of the precinct.

Retain existing vegetation

Retaining mature trees and existing planting wherever possible as redevelopment occurs.

Green links and corridors

Strengthening green corridors that connect different parts of the precinct and make walking through the area more comfortable.

Design Response

Public Open Space

Key Considerations

- High-quality open space can support wellbeing, collaboration and social interaction.
- Public spaces can act as focal points within the precinct.
- Activated ground floor uses can enhance vibrancy and safety.

Current Condition

Public green space within the precinct is limited and existing shared spaces vary in quality and function. Opportunities exist to create more engaging and accessible spaces that support workers, businesses and visitors.

Plan Response

Deliver high-quality, multi-functional public open spaces that support social interaction, informal work and recreation.

Green Links

Key Considerations

- Landscape corridors can strengthen ecological and pedestrian connections.
- Mature trees and existing landscape assets contribute strongly to precinct character.
- Coordinated landscape planning can enhance environmental performance.

Current Condition

Several landscape areas and mature tree corridors exist within and around the precinct, including along major streets. However, these assets are not always connected or managed as part of a coordinated green network.

Plan Response

Strengthen green links across the precinct to connect open spaces, streets and landscape corridors.

Streetscapes

Key Considerations

- Streets contribute significantly to the character and amenity of the public realm.
- Improved streetscapes can support walkability and active transport.
- Landscape elements can enhance comfort, shade and visual quality.

Current Condition

Streets within the precinct currently vary in character and amenity, with some prioritising vehicle movement over pedestrian experience.

Plan Response

Upgrade streetscapes with improved landscaping, footpaths and cycling infrastructure to enhance walkability and precinct identity.



Legend

- | | | |
|--|--|--|
| PSP Area | Street Trees: | |
| Priority tree planting and landscape enhancement areas | Retain pine trees, where practical | Planting of a predominantly Western Australian native species, supplemented by compatible Australian natives |
| Priority public realm investment areas | Planting of exotic deciduous feature trees that provide shade canopy | |

Plan messaging

Create a Network of Public Spaces

Deliver connected public open spaces supporting collaboration and wellbeing.

Activate Key Public Spaces

Locate active uses around focal public spaces to support everyday activity.

Enhance Streets as Places

Transform streets into pedestrian-friendly environments with strong landscape character.

Support Vibrant Third Places

Provide informal spaces for gathering, outdoor working and interaction.

Figure 34: Public Realm Design Response

Public Realm



Context

While Bentley Technology Park benefits from a landscaped setting, the existing public realm is characterised by dispersed open spaces and streets that primarily support vehicle movement. As the precinct evolves and employment density increases, the quality and usability of the public realm will become increasingly important.

Design rationale

A high-quality public realm is critical to supporting collaboration, wellbeing and everyday activity within an innovation precinct. Public open spaces, streets and green links provide opportunities for informal interaction, outdoor working and recreation, while also improving the attractiveness of the precinct for businesses and talent.

Framework response

The design framework establishes a connected network of public spaces, green links and enhanced streetscapes that support pedestrian comfort and everyday activity. Public open spaces are distributed across the precinct to ensure convenient access, while streets and development interfaces are designed to support active and engaging public environments.

The proposed public realm structure and open space network are illustrated in **Figure 34**.

The following sections set out the key public realm components of the precinct, detailing how streets, open spaces and green links contribute to a connected and high-quality environment.

6.2.1 Public Open Space

Role and Function

Public open space is a core component of the precinct's social and environmental infrastructure, supporting both everyday use and long-term precinct performance. As Bentley Technology Park evolves into a more intensive and connected innovation precinct, these spaces will play an increasingly important role in supporting worker wellbeing, attracting talent and enabling informal collaboration.

Public open spaces are intended to function as more than landscape settings. They provide flexible environments for informal meetings, outdoor working, recreation and respite, while also acting as focal points within the precinct. When integrated with surrounding development and movement corridors, they contribute to activation, visibility and passive surveillance.

In parallel, public open space supports environmental outcomes through the retention and expansion of tree canopy, integration of water-sensitive urban design, and reinforcement of biodiversity and urban cooling across the precinct.

Network and Distribution

The design framework establishes a connected and distributed network of public open spaces, ensuring that all users are within convenient walking distance of a high-quality space. Refer **Figure 35**.

This network builds on existing landscape assets, including mature pine trees and established green corridors, while addressing current gaps in accessibility, usability and activation. Public open spaces are strategically located to align with key movement routes, activity nodes and areas of future development, reinforcing the overall structure and legibility of the precinct.

The network is designed to support a range of functions, including:

- informal gathering and collaboration
- passive recreation and respite
- movement and connectivity
- landscape and ecological performance
- integration with stormwater and drainage infrastructure

Design Approach

Public open spaces are designed as multi-functional, landscape-led environments that respond to their role within the precinct and their relationship to surrounding development.

The design approach prioritises:

- retention and integration of significant trees and established landscape character
- strengthening tree canopy to provide shade, cooling and comfort
- embedding water-sensitive urban design within high-quality landscape outcomes
- ensuring strong visual and physical connections to surrounding streets and development
- supporting activation through adjacent land uses and pedestrian movement
- delivering flexible spaces capable of accommodating a range of uses over time

Together, these principles ensure that public open space is not residual, but a deliberate and integrated component of the precinct's public realm and identity.

Design Moves

The following design moves communicate how the public open space network is structured and experienced across the precinct:

Create a Network of Public Spaces

Deliver a distributed network of high-quality spaces within a 400m walk, supporting everyday use, collaboration and wellbeing.

Establish a Social Heart

Deliver a central gathering space at POS 2 to support informal interaction, collaboration and day-to-day activity.

Define Key Arrival Spaces

Create a strong landscape-led gateway at POS 1, reinforcing arrival and connection to Hayman Road and public transport.

Deliver Activated Public Squares

Introduce compact, activated spaces such as POS 3, framed by active frontages and supporting daily precinct activity.

Strengthen Green Links

Integrate public open spaces with the east-west and north-south green link network to enhance connectivity and landscape continuity.

Retain and Enhance Tree Canopy

Protect landmark trees and deliver additional canopy planting to provide shade, cooling and biodiversity.

Integrate Water-Sensitive Design

Embed drainage and WSUD elements within public open spaces to support resilience and create landscape interest.

Support Active Edges and Interfaces

Align public open spaces with active land uses and building frontages to enhance vibrancy, safety and passive surveillance.



Figure 35: Public Open Space Network

Key Public Open Spaces

Indicative design concepts for each space provide guidance on the intended character, function and interface with surrounding development. These concepts ensure consistency in design outcomes while allowing flexibility to respond to site-specific conditions and evolving operational requirements.

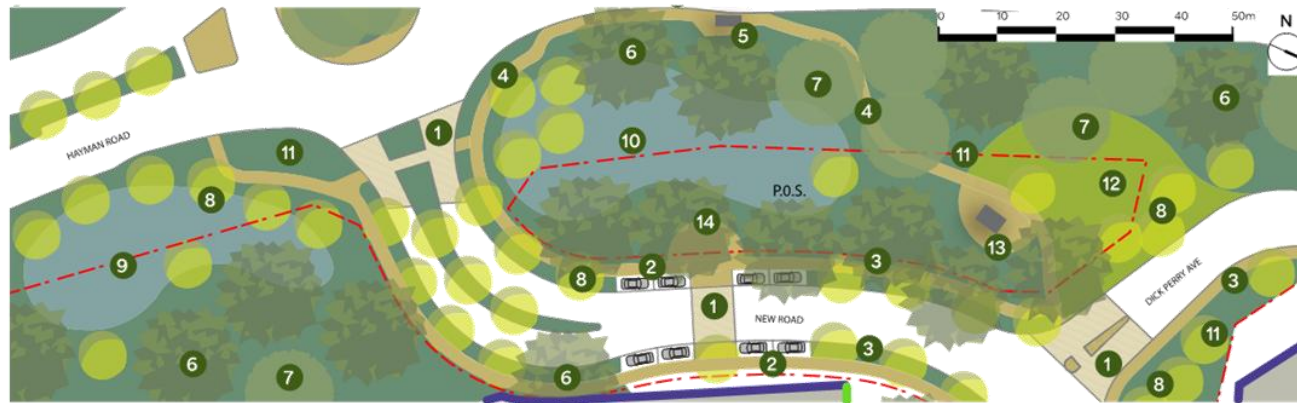
POS 1 – Western Gateway

This public open space is envisioned as a distinctive, landscape-led western gateway to the Precinct from Hayman Road, where essential drainage functions are integrated within a high-amenity environment.

The space will retain and showcase landmark pine trees, complemented by native and climate-responsive planting to enhance ecological value

and biodiversity. Water-sensitive urban design measures will be embedded within the landscape to create a resilient and visually engaging setting that supports passive recreation and everyday use.

An enhanced streetscape and improved pedestrian connectivity to public transport along Hayman Road will reinforce accessibility and arrival, establishing a strong sense of place and providing an attractive setting for adjacent development.

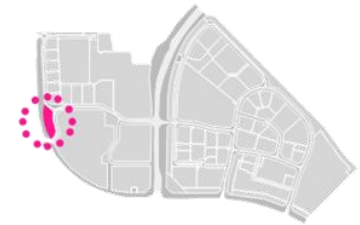


Legend

Street Frontage Type:
Business Park
Landscape

- | | | | |
|---------------------------------------|------------------------------|--|--------------------------------|
| 1 Traffic calmed pedestrian crossings | 4 Bus stop access | 7 Retain other significant trees | 11 New garden bed |
| 2 New embayed parking | 5 Bus stop | 8 Supplementary shade canopy planting | 12 Social lawn area |
| 3 New verge footpath | 6 Retain landmark pine trees | 9 Reconfigure existing drainage basin | 13 Shelter, tables and benches |
| | | 10 New landscape integrated drainage basin | 14 Social seating |

Bentley Technology Precinct | Precinct Structure Plan

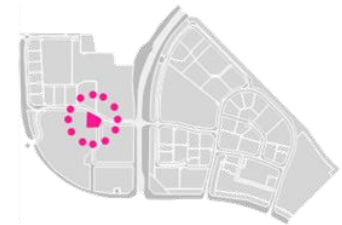
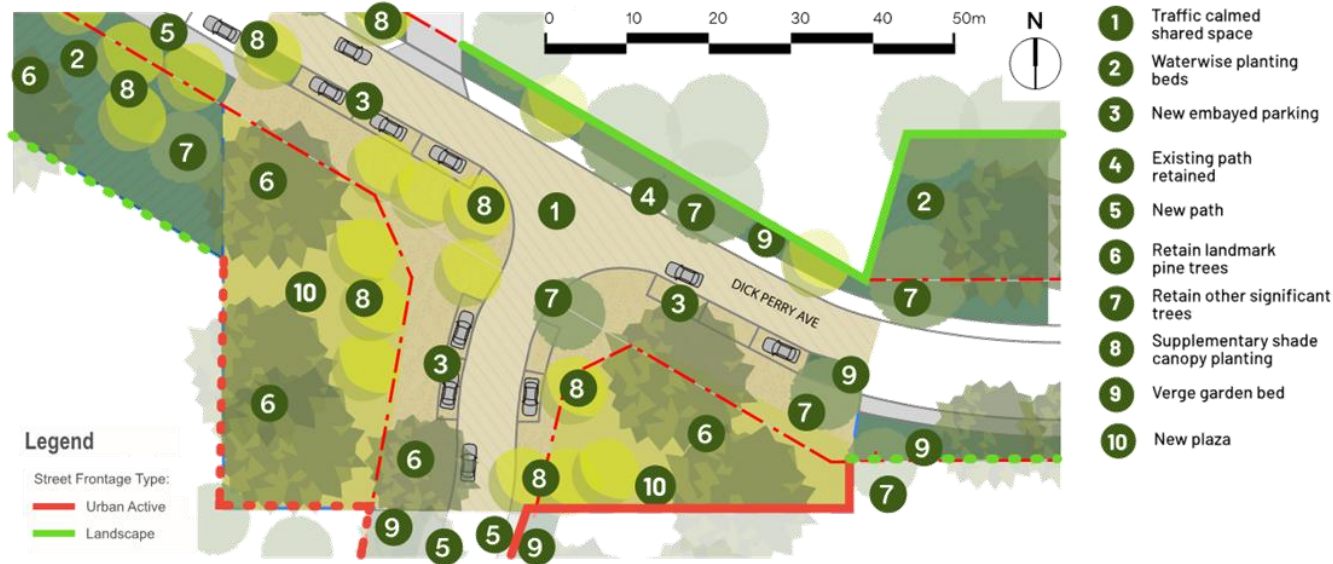


POS 2 – Western Heart

This public open space is envisioned as the social heart of Technology Park West – a vibrant, people-focused setting where workers and visitors can gather informally, socialise, collaborate and exchange ideas.

Framed by active land uses and amenities, the space will provide a welcoming and flexible environment incorporating pedestrian paths, seating, shaded areas and waterwise landscape treatments. A central plaza setting will support informal interaction and everyday use, while accommodating a range of activities over time.

Retention of landmark pine trees and significant vegetation, including potential black cockatoo habitat, will be complemented by additional shade planting to create a cool, climate-responsive environment. The space will reinforce the east-west green link along Dick Perry Avenue, improving pedestrian connectivity and strengthening the precinct's landscape character.



POS 3 – Public Square

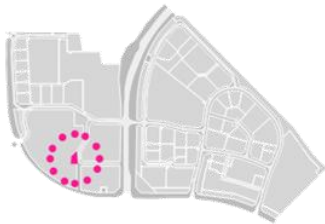
This public open space is envisioned as an activated, high-amenity public square that complements the Western Heart while offering a distinct and more urban setting within the precinct.

The space will function as a series of interconnected gathering areas that support day-to-day activity, informal meetings and pedestrian movement. Framed by activated frontages and supporting land uses, it will provide a comfortable and engaging environment for workers and visitors.

Retained vegetation and additional shade-providing tree planting will create a climate-responsive setting, while strong connections to surrounding streets and movement corridors will enhance accessibility. Integration with pedestrian and cyclist links to Hayman Road, together with traffic-calmed street environments, will support a safe, legible and pedestrian-focused public realm.



Bentley Technology Precinct | Precinct Structure Plan

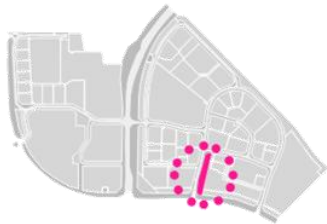


POS 4 – Pine Grove Plaza

This public open space is envisioned as a distinctive urban hub and southern gateway to the Precinct from Hayman Road, forming a central heart within Bentley Technology Park Centre.

The space will provide a vibrant, people-focused setting for workers and visitors to meet, socialise and collaborate. Framed by active land uses, it will deliver a flexible and welcoming environment incorporating lawn areas, urban plaza spaces, pedestrian paths, seating and garden beds.

Retained landmark pine trees, complemented by additional shade planting, will create a cool, climate-responsive environment that reinforces landscape character and green links. Traffic calming measures along Brodie-Hall Drive, including a potential shared space treatment, will prioritise pedestrians and support a safe, cohesive and activated public realm.

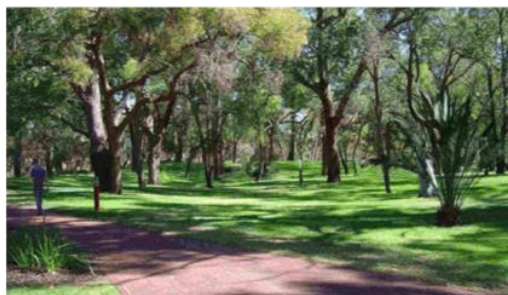
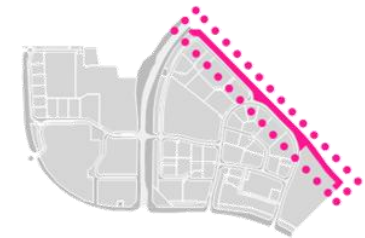


POS 5 – Green Edge

This linear public open space is envisioned as a landscape buffer between the precinct and the neighbouring residential area of East Victoria Park.

The space will retain and enhance significant vegetation, including potential black cockatoo habitat, supported by additional native and climate-responsive planting to strengthen ecological value and biodiversity.

Pedestrian paths, shaded areas and informal seating will support passive recreation and everyday use by workers and residents. The space will function as both a local park and ecological corridor, contributing to urban cooling, landscape continuity and a sensitive interface with surrounding residential areas.



6.2.2 Green Links

Role and Function

Green links form a continuous landscape framework that connects public open spaces, streets and development areas across the precinct. They play a critical role in structuring the public realm, reinforcing the precinct's identity as a landscaped innovation campus, and supporting both ecological function and movement.

Beyond their visual and environmental value, green links provide key pedestrian and cyclist connections, enabling safe, legible and attractive movement throughout the precinct. When integrated with adjacent development and streets, they contribute to a more walkable, connected and people-focused environment.

Green links also support broader environmental outcomes, including biodiversity, urban cooling and water management, by strengthening tree canopy, integrating planting and embedding water-sensitive urban design measures.

Network and Structure

The design framework establishes a connected network of green links that builds on existing landscape corridors and mature tree avenues, including those along Kent Street, Hayman Road, Jarrah Road and key internal streets. Refer **Figure 36**.

While these existing assets provide a strong foundation, they are currently fragmented and not consistently connected. The framework responds by strengthening and extending these corridors to form a coherent and legible network that links public open spaces, key destinations and movement routes.

Green links are aligned with both east-west and north-south connections, reinforcing the overall urban structure and improving accessibility across the precinct. This network integrates with the broader movement system and supports connections to surrounding areas, including Curtin University and regional transport routes.

Design Approach

Green links are designed as multi-functional landscape corridors that integrate movement, ecology and public realm outcomes.

Key design directions include:

- Retaining and reinforcing existing mature trees and landscape assets,
- Strengthening canopy cover through additional tree planting,
- Providing continuous, shaded pedestrian and cyclist paths,
- Integrating water-sensitive urban design within verges and landscape areas,
- Coordinating landscape treatments across public and private land, and
- Ensuring clear, legible and safe connections between key destinations.

This approach ensures that green links are not simply landscape features, but active and integrated components of the precinct's movement network and environmental system.

Design Moves

Strengthen Landscape Corridors

Reinforce existing green links and extend them to form a connected precinct-wide network.

Connect Key Destinations

Link public open spaces, streets and development areas through continuous green connections.

Enhance Canopy and Biodiversity

Retain mature trees and introduce additional planting to support shade, cooling and habitat.

Integrate Movement and Landscape

Deliver shaded pedestrian and cycle paths within green corridors to improve walkability.

Embed Water-Sensitive Design

Incorporate WSUD elements within green links to support drainage and environmental performance.

Create a Cohesive Landscape Identity

Apply consistent planting and landscape treatments to reinforce the precinct's character.

6.2.2.1 Key Green Link Components

Biodiversity Corridors

Biodiversity corridors form the ecological backbone of the green link network, supporting habitat connectivity and reinforcing the precinct's environmental performance. These corridors prioritise the retention of significant vegetation, including mature trees and potential black cockatoo foraging habitat, while introducing additional native and climate-responsive planting. Together, these measures strengthen ecological function, support biodiversity and contribute to urban cooling.

Landscape Setback Areas

Landscape setback areas play an important role in extending the green link network into development sites, creating a continuous and coordinated landscape framework across both public and private land.

These areas provide opportunities for deep soil planting, tree retention and additional canopy, while also accommodating informal pedestrian connections, seating and integrated WSUD elements. This approach ensures that development contributes to the broader landscape structure of the precinct.

Streetscapes

Streetscapes form a key component of the green link network, integrating movement and landscape to create comfortable, shaded and attractive environments. Street tree planting, landscaped verges and coordinated design treatments enhance visual amenity, support pedestrian and cyclist movement, and reinforce the hierarchy of streets across the precinct. Streetscapes also provide opportunities to embed WSUD measures and strengthen the connection between built form and the public realm.



Figure 36: Green Linkages and Biodiversity Corridors

Legend	
	PSP Area
	Public Open Space Network
	Existing Biodiversity Corridor
	New Biodiversity Corridor
	Landscape Setback Areas (15m-25m)
	Streetscape Landscaping and Tree Planting Areas
	Potential Black Cockatoo Foraging Habitat

6.2.3 Streetscapes

Role and Function

Streets are addressed in two complementary ways within this PSP: as part of the Public Realm (**Section 6.2**), where the focus is on amenity, character and user experience; and as part of the Movement Network (**Section 6.4**), where the focus is on function, access and network performance. This section focuses on streets as public spaces.

Streets form the most extensive component of the public realm and play a critical role in shaping how the precinct is experienced. Beyond their movement function, they provide the primary setting for pedestrian activity, social interaction and day-to-day use, and contribute strongly to the identity and character of the precinct.

As Bentley Technology Park evolves, streets will play an increasingly important role in supporting a more walkable, connected and people-focused environment. High-quality streetscapes enhance comfort, safety and legibility, while reinforcing the relationship between landscape, built form and public life.

Network and Structure

The design framework establishes a coordinated streetscape network that aligns with the public realm structure, green links and key activity areas. While some streets currently provide strong landscape character, pedestrian amenity and visual quality are inconsistent across the precinct. The framework responds by introducing a more consistent and legible approach to streetscape design, ensuring that streets contribute positively to the public realm regardless of their location or function.

Streets are closely integrated with:

- Public open spaces, where they support activation and gathering,
- Green links, where they reinforce landscape continuity and canopy, and
- Development interfaces, where they shape the character and experience of the public realm.

This approach ensures that streets operate as a connected network of public spaces, not just movement corridors.

Design Approach

Streetscapes are designed as people-focused, landscape-led environments that prioritise comfort, usability and visual quality.

Key design directions include:

- Providing continuous, accessible and comfortable pedestrian paths,
- Strengthening street tree planting to enhance shade, cooling and landscape character,
- Incorporating seating, lighting and human-scale elements to support everyday use,
- Creating safe, legible and attractive environments through clear sightlines and spatial definition,
- Integrating water-sensitive urban design within verges and landscape areas, and
- Ensuring development positively addresses streets through active frontages, glazing and well-defined entrances

The Street Frontage Typologies play a key role in delivering these outcomes by defining how buildings interface with streets and contribute to activation, enclosure and surveillance.

Integration with Street Frontage Typologies

Street Frontage Typologies ensure that streetscape outcomes are aligned with the intended character and level of activity of each street.

- **Urban and Urban Active Frontages** support highly activated, pedestrian-oriented streets with strong building edges, weather protection and visible activity.
- **Public Access Way Frontages** reinforce smaller-scale pedestrian connections, ensuring safe, well-overlooked and legible environments.
- **Business Park Frontages** maintain a landscaped, campus-style setting while improving pedestrian amenity and visual quality.
- **Landscape Frontages** prioritise tree retention, deep soil planting and green links, reinforcing the precinct's ecological structure and identity.

Together, these typologies ensure that streets contribute to a cohesive, high-quality public realm, with built form, landscape and pedestrian experience working in alignment.

Design Moves

Prioritise Pedestrian Experience

Deliver comfortable, shaded and well-designed walking environments across all streets.

Strengthen Streets as Public Spaces

Design streets to support everyday use, interaction and activity, not just movement.

Enhance Landscape and Canopy

Reinforce street tree planting and landscape treatments to support shade, cooling and identity.

Support Active and Engaging Edges

Ensure buildings positively address streets to enhance vibrancy and passive surveillance.

Create Safe and Legible Environments

Provide clear sightlines, spatial definition and intuitive connections across the precinct.

Integrate Landscape and Infrastructure

Embed WSUD and planting within streets to support environmental performance and amenity.

6.2.3.1 Key Streetscape Components

Pedestrian Environment

The pedestrian environment is enhanced through continuous, accessible pathways and a high level of amenity. Streets are designed to support comfortable walking through shade, seating and a clear, legible public realm.

Street Trees and Landscape

Street trees and landscaped verges are key to the precinct's identity and environmental performance. Additional planting strengthens canopy cover, improves microclimate and reinforces connections with green links and public open spaces.

Street Activation and Interfaces

Building interfaces are guided by the Street Frontage Typologies to ensure development positively addresses streets. Active frontages, glazing and clearly defined entrances contribute to vibrancy, safety and passive surveillance.

Public Realm Quality and Amenity

Streets are designed to provide a high-quality public environment through coordinated materials, lighting, planting and spatial design. This supports a consistent and attractive streetscape that enhances the overall experience of the precinct.

6.3 Urban Structure



Design Objectives

- Establish a legible and adaptable urban structure that supports the evolving operational needs of research, technology and innovation activities.
- Strengthen functional and spatial connections between existing anchor tenants and future development to support clustering, collaboration, operational efficiency, and coordinated growth.
- Provide a coherent, connected and legible street and block structure that balances the need to retain large development blocks, and enables smaller-scale development.
- Design the urban structure to respond to topography and protect and integrate existing trees where possible, landscape corridors and significant environmental features.
- Deliver a connected and publicly accessible movement network of streets, green links, pedestrian and cyclist routes that support walking and cycling, improves connectivity of the sub-precincts, and enable long-term intensification.

Stakeholder Priorities

Stakeholder engagement highlighted the following priorities:

Support for intensification of under-utilised land

Making better use of sites that are currently under-developed so the precinct can support business growth and attract new investment.

Sense of place / community – nodes of activity

Creating identifiable activity areas where people can meet, access services and experience a stronger sense of community within the precinct.

Design Response

Cohesive and Legible Precinct

Key Considerations

- A clear spatial structure can strengthen precinct identity and legibility.
- Coordinated development can improve relationships between sub-precincts and surrounding areas.
- Stronger integration with Curtin University can enhance collaboration and innovation outcomes.
- Flexible planning controls can support partnerships between landowners, industry and academia.

Current Condition

The precinct has developed incrementally over time and includes a range of land ownerships and development patterns. While this diversity supports a variety of tenants and activities, there are opportunities to strengthen spatial cohesion and improve relationships between different parts of the precinct and Curtin University.

Plan Response

The precinct has developed incrementally over time and includes a range of land ownerships and development patterns. While this diversity supports a variety of tenants and activities, there are opportunities to strengthen spatial cohesion and improve relationships between different parts of the precinct and Curtin University.

Intensification

Key Considerations

- Some sites within the precinct have capacity to accommodate additional development over time.
- Strategic intensification can support employment growth and economic activity.
- Higher development intensity can strengthen the innovation ecosystem and support complementary uses.
- Catalyst developments can demonstrate the potential of key sites.

Current Condition

The precinct includes a mix of developed and underutilised sites, with some areas offering opportunities for future redevelopment or expansion. Existing businesses and investments are an important foundation that will continue to shape how redevelopment occurs over time.

Plan Response

Support intensification on strategic sites, enabling redevelopment and catalyst projects that increase employment capacity and economic activity.

New Connections

Key Considerations

- Strong physical connections are important to support collaboration across the broader innovation district.
- Improving walkability and transit connectivity can support a more compact and accessible precinct.
- Enhanced connections can strengthen relationships between Technology Park East, Technology Park West and Curtin University.

Current Condition

Major roads such as Kent Street and Hayman Road currently influence movement patterns and create separation between different parts of the precinct and Curtin University. Opportunities exist to improve connectivity and integration between these areas.

Plan Response

Major roads such as Kent Street and Hayman Road currently influence movement patterns and create separation between different parts of the precinct and Curtin University. Opportunities exist to improve connectivity and integration between these areas.



Legend

- | | | | |
|--|---|--|---|
| | PSP Area | | New roads |
| | Underutilised sites suitable for new development | | New/improved pedestrian and cyclist connections |
| | Urban structure improvement areas (redevelopment opportunity) | | Prominent feature building location |
| | | | Landmark location |

Plan messaging

Establish a Clear Precinct Structure

Organise development around identifiable streets, green links and public spaces.

Enable Strategic Intensification

Support higher-intensity employment uses on catalyst sites.

Create Distinct Sub-Precincts

Structure development into identifiable precinct areas with complementary roles.

Improve Internal Connectivity

Introduce new streets and links to strengthen movement across the precinct.

Figure 37: Urban Structure Design Response

Urban Structure



Context

Bentley Technology Park has developed incrementally over time, resulting in a spatial structure characterised by large sites, limited internal connections and dispersed development. While this pattern reflects the precinct's campus-style origins, it reduces permeability and can make the precinct difficult to navigate.

Design rationale

A clear and legible urban structure is essential to supporting precinct intensification, improving connectivity and reinforcing the identity of the precinct. A stronger spatial framework also supports collaboration by improving accessibility between businesses, institutions and public spaces.

Framework response

The masterplan establishes a coherent precinct structure organised around identifiable streets, green links and public spaces. The structure introduces targeted new connections, reinforces key movement corridors and identifies sub-precincts that support different development outcomes while maintaining an integrated overall framework.

Design moves

The following design moves translate the urban structure framework into clear spatial directions that support a more legible, connected and adaptable precinct.

Establish a Legible Precinct Structure

Define a clear hierarchy of streets, blocks and development areas to improve navigation and spatial clarity.

Create Activity Nodes

Focus higher-intensity development and complementary uses at key locations to support collaboration and identity.

Enable Strategic Intensification

Target underutilised and catalyst sites to support increased density and economic growth.

Strengthen Connections Across Barriers

Improve integration across Kent Street and Hayman Road to unify the precinct and Curtin University.

Support Flexible Development Patterns

Enable a mix of lot sizes and development formats to accommodate evolving industry needs.

The proposed public realm structure and open space network are illustrated in **Figure 37** and the sub-precinct structure is shown in **Figure 38**.

The following sections set out the key structural components of the precinct, detailing how spatial organisation, connections and sub-precincts are to be established and evolve over time.



6.3.1 Cohesive and Legible Precinct

Role and Function

Bentley Technology Park has evolved incrementally over several decades, resulting in a spatial structure that reflects its origins as a landscaped business park. While this development pattern has created an attractive campus-style environment, the current arrangement of large sites, cul-de-sac streets and dispersed buildings has resulted in a relatively fragmented internal structure.

This pattern can make the precinct difficult to navigate and limits the ability of streets, open spaces and development sites to function as a coherent urban system.

Design Approach

Improving legibility and cohesion is a key objective of the design framework. The masterplan establishes a more legible precinct structure organised around a network of identifiable streets, green links and public spaces.

The framework is reinforced through the identification of sub-precincts, each reflecting different development opportunities, land use roles and interface conditions.

Key corridors such as Kent Street, Hayman Road, Dick Perry Avenue and Brodie-Hall Drive function as primary structuring elements, while landmark locations and focal public spaces reinforce arrival points, support wayfinding and encourage activation.

6.3.2 Intensification

Role and Function

Bentley Technology Park accommodates several major research and technology institutions, including globally significant facilities and established businesses. However, parts of the precinct remain underutilised, with large development parcels and extensive surface parking areas limiting the intensity of land use.

Design Approach

The design framework enables strategic intensification to reinforce the precinct's role as a specialised innovation and employment hub.

A staged approach to redevelopment is supported, allowing sites to evolve over time while maintaining existing operations. Catalyst sites are identified in prominent or underutilised locations to demonstrate future development outcomes and attract investment.

At the same time, the framework retains sufficiently large development parcels to support the operational requirements of major institutions and anchor tenants, ensuring a balance between intensification and functionality.

6.3.3 New Connections

Role and Function

Connectivity within Bentley Technology Park is constrained by large land parcels and a limited internal street network. This restricts movement between sub-precincts and reinforces reliance on perimeter roads.

Design Approach

The design framework introduces targeted new connections to support a more permeable and flexible urban structure.

New internal roads improve circulation, unlock development opportunities and strengthen links between sub-precincts. Additional pedestrian and cyclist connections provide more direct routes between key destinations, including public open spaces, employment areas and surrounding streets.

These connections are intended to be delivered progressively through subdivision and redevelopment, ensuring the framework remains adaptable while improving overall connectivity and walkability.

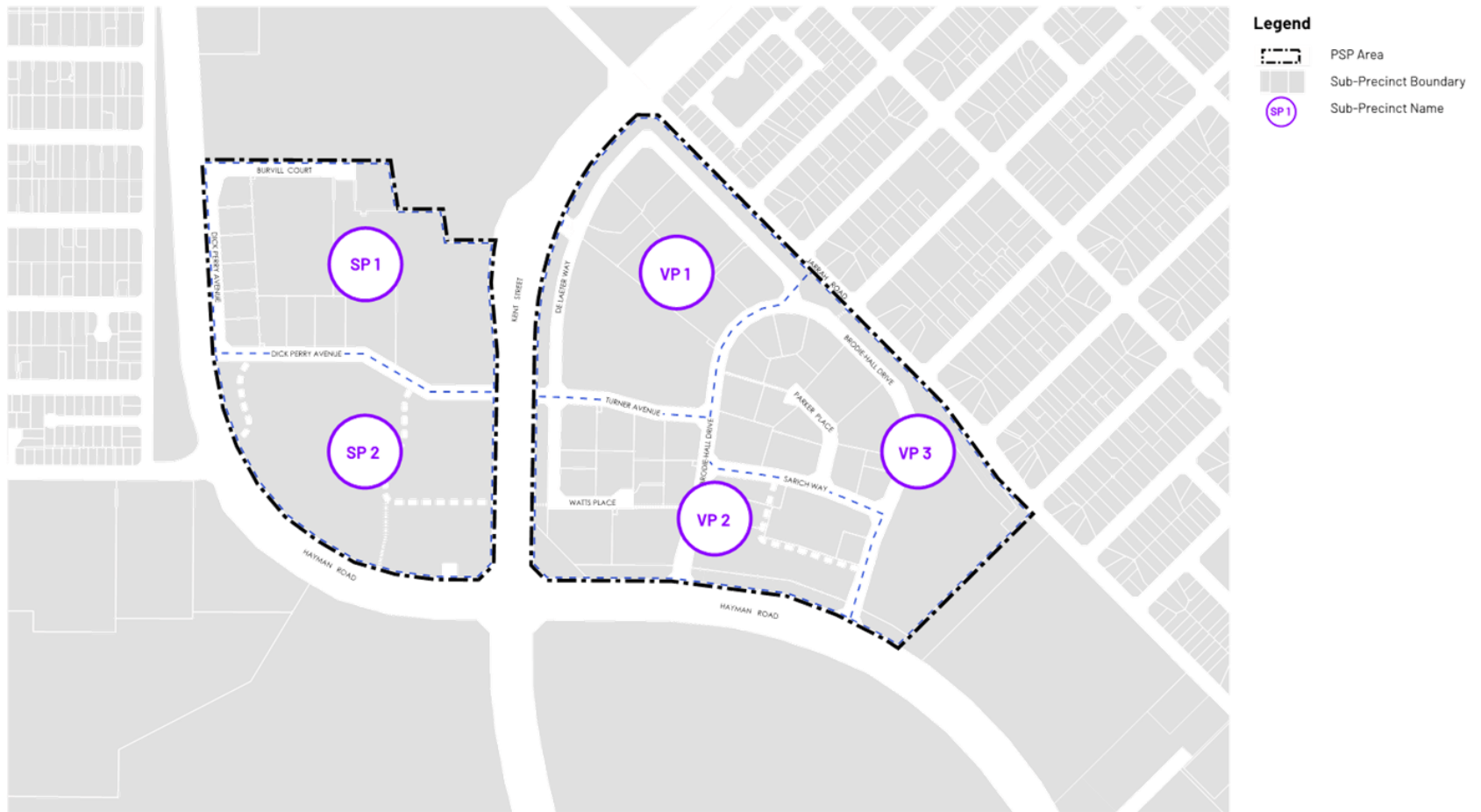


Figure 39: Sub-Precincts

6.4 Movement



Design Objectives

- Prioritise walking, cycling and public transport as the primary modes of movement within the Precinct by delivering safe, direct and legible active and public transport connections, and providing for pedestrian-focused streetscape outcomes.
- Improve connections between sub-precincts and surrounding destinations, particularly the Curtin University Bentley campus.
- Design the movement network to intergrade with the future mid-tier transit corridor and support its operation, accessibility and success.
- Ensure the movement network supports the operational needs of enterprises, including service vehicle access, deliveries, emergency access and shift-based activity patterns, without undermining pedestrian and cyclist comfort or safety.
- Establish a connected and hierarchical street network that supports efficient movement while maintaining permeability for pedestrians and cyclists.

Stakeholder Priorities

Stakeholder engagement highlighted the following priorities:

Support for new pedestrian and cycle links

Providing more direct walking and cycling routes so it is easier to move between buildings and across the precinct.

Improved connectivity

Improving how different parts of the precinct connect so businesses, facilities and key destinations are easier to access.

Enhanced streetscapes

Improving streets with better landscaping, lighting and pedestrian facilities to create a more attractive and comfortable environment.

Managed parking

Ensuring parking continues to support operational needs while being managed more efficiently as the precinct evolves.

Design Response

Connected Network

Key Considerations

- A connected network supports walkability and accessibility.
- Improved internal links can support precinct intensification.
- Future transit opportunities should be safeguarded.

Current Condition

Access to the precinct is concentrated at several entry points, including Burville Court, Dick Perry Avenue, Turner Avenue and Brodie Hall Drive. Opportunities exist to strengthen internal connectivity and support future transit along Kent Street.

Plan Response

Improve internal connectivity for pedestrians, cyclists and vehicles while safeguarding potential future transit connections.

Streetscape Enhancement

Key Considerations

- Streets influence the quality of the public realm.
- Major roads prioritise vehicle movement over active transport.
- Local streets can enhance walkability and amenity.

Current Condition

Kent Street and Hayman Road function as high-capacity roads that influence connectivity between Technology Park East, Technology Park West and Curtin University. Streets within the precinct vary in pedestrian and landscape amenity.

Plan Response

Enhance major and local streets to improve pedestrian and cycling safety, crossings, and landscape amenity.

Calibrate Parking Provision

Key Considerations

- The precinct currently relies heavily on private vehicle access.
- Parking policy should support sustainable travel over time.
- Flexible parking approaches can unlock redevelopment potential.

Current Condition

Surface car parking is distributed across many sites within the precinct and occupies significant areas of land. While this supports existing business operations, it also influences land efficiency and development potential.

Plan Response

Enhance major and local streets to improve pedestrian and cycling safety, crossings, and landscape amenity.

Movement



Context

Movement within Bentley Technology Park is currently shaped by a limited internal street network and strong reliance on perimeter roads such as Kent Street and Hayman Road. While these routes provide regional access, internal connectivity for pedestrians and cyclists is more limited.

Design rationale

Improving connectivity and supporting more sustainable transport choices will be essential as the precinct intensifies. A more connected movement network can improve accessibility, reduce travel distances and support a shift toward walking, cycling and public transport while maintaining efficient access for businesses.

Framework response

The design framework establishes a connected movement network that introduces new internal streets, strengthens pedestrian and cycling links and enhances the quality of key streetscapes. The framework also recognises the importance of perimeter roads while improving how the precinct connects across them.

Design moves

The following design moves translate the movement framework into clear network and access outcomes that improve connectivity, safety and overall accessibility across the precinct.

Improve Internal Connectivity

Introduce new streets and connections to reduce reliance on perimeter roads and improve access.

Strengthen Pedestrian and Cycle Links

Deliver safe, direct and legible walking and cycling routes across the precinct.

Enhance Key Crossings

Improve pedestrian and cyclist crossings along Kent Street and Hayman Road.

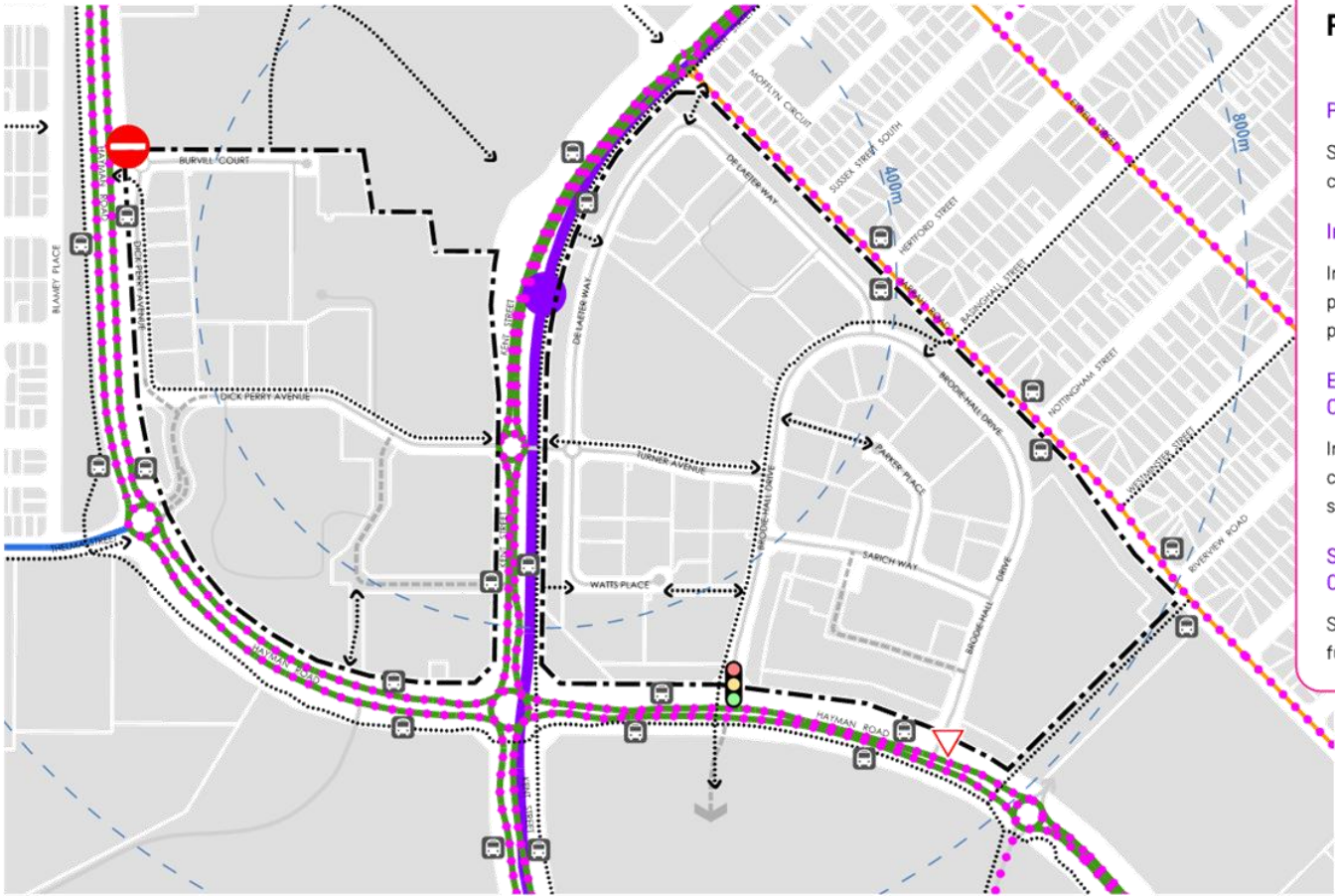
Create People-Focused Streets

Prioritise lower-speed environments within the precinct to support safety and amenity.

Optimise Parking Provision

Transition from large surface parking areas to more efficient and integrated parking solutions.

The movement hierarchy, new connections and active transport routes are illustrated in **Figure 39**. The following sections set out the key movement components of the precinct, detailing how the network supports connectivity, access and efficient movement across the precinct.



Plan messaging

Prioritise Walking and Cycling

Strengthen active transport connections across the precinct.

Improve East-West Connections

Introduce new streets and pedestrian links to improve permeability.

Enhance Streetscapes and Crossings

Improve pedestrian safety and comfort through upgraded streetscapes.

Support Future Transit Connections

Safeguard potential integration with future mid-tier transit corridors.

Figure 40: (Proposed) Movement Network Design Response



6.4.1 Connected Network

Role and Function

The movement network underpins access, connectivity and legibility across the precinct, supporting both day-to-day operations and longer-term intensification.

The existing network reflects a campus-style layout with limited internal connections and strong reliance on perimeter roads, resulting in constrained permeability, indirect routes and limited opportunities for streets to function as active public environments.

Design Approach

The design framework establishes a more connected and permeable movement network that improves internal circulation while maintaining regional accessibility.

This includes:

- Introducing new internal streets to improve connectivity and unlock development potential.
- Strengthening east-west and north-south links between sub-precincts.
- Providing more direct and legible pedestrian and cyclist routes.
- Maintaining and enhancing connections to Kent Street and Hayman Road.

These interventions are designed to be delivered incrementally through subdivision and redevelopment, allowing the network to evolve while maintaining business operations.

Together, this approach supports:

- Improved accessibility and travel choice
- More efficient internal circulation
- Better integration between land use, built form and movement
- A more connected and legible precinct structure

6.4.2 Movement Network and Street Function

Role and Function

The street network performs multiple roles, including movement, access, place-making and public realm function. Differentiating street types ensures the network operates efficiently while supporting pedestrian comfort and safety.

Design Approach

The movement framework establishes a clear street hierarchy that aligns function, movement and place outcomes.

This includes:

- Perimeter roads (Kent Street and Hayman Road) retaining their role as primary movement corridors supporting higher traffic volumes and public transport
- Internal streets prioritising local access, lower speeds and pedestrian and cyclist movement
- New connections improving permeability and reducing travel distances across the precinct

Street design is coordinated with the public realm framework (refer Section 6.2) to ensure streets function as both movement corridors and high-quality public environments.

A suite of indicative street cross sections has been developed for key streets, demonstrating how movement, landscape and public realm elements are integrated. These cross sections illustrate:

- Allocation of space within road reserves
- Integration of footpaths, cycle movement and parking
- Street tree planting and landscape zones
- Inclusion of WSUD elements and pedestrian amenity features

Together, these establish a consistent approach to streetscape design that supports walkability, safety and visual quality across the precinct.

6.4.3 Movement and Place Framework

Role and Function

The Movement and Place Framework defines the dual role of streets within the precinct, balancing their function as movement corridors with their role as places for activity, interaction and public life.

It establishes a hierarchy that recognises that not all streets perform the same function, with some prioritising efficient movement and others supporting higher levels of activity, amenity and place-based outcomes.

Design Approach

The framework categorises streets based on their relative movement and place function, guiding how each street should be designed, used and experienced.

- High movement corridors (e.g. Kent Street and Hayman Road) prioritise regional access, traffic capacity and public transport movement, while still incorporating landscape and pedestrian improvements where feasible.
- Balanced movement and place streets (e.g. Dick Perry Avenue and key internal connectors) support both circulation and activity, with an emphasis on improved pedestrian and cyclist amenity, tree canopy and streetscape quality.
- High place streets and local connections (e.g. Road 2 and streets adjacent to POS areas) prioritise pedestrian experience, low vehicle speeds and opportunities for activation, social interaction and spill-out uses.
- Pedestrian-priority links provide dedicated or highly prioritised walking and cycling routes that strengthen permeability and connect key destinations across the precinct.

This approach ensures that street design, landscape treatment and built form interface respond to the intended function of each corridor, creating a more legible, safe and cohesive movement network.

Application

The Movement and Place Framework informs:

- The design of street cross-sections and allocation of road space
- The level of pedestrian and cyclist priority
- Streetscape elements such as tree planting, lighting and WSUD
- The location of active frontages and public realm investment
- Traffic speeds and access arrangements

It also supports alignment with the broader public realm and urban structure framework, ensuring movement corridors contribute positively to place outcomes rather than functioning solely as transport routes.

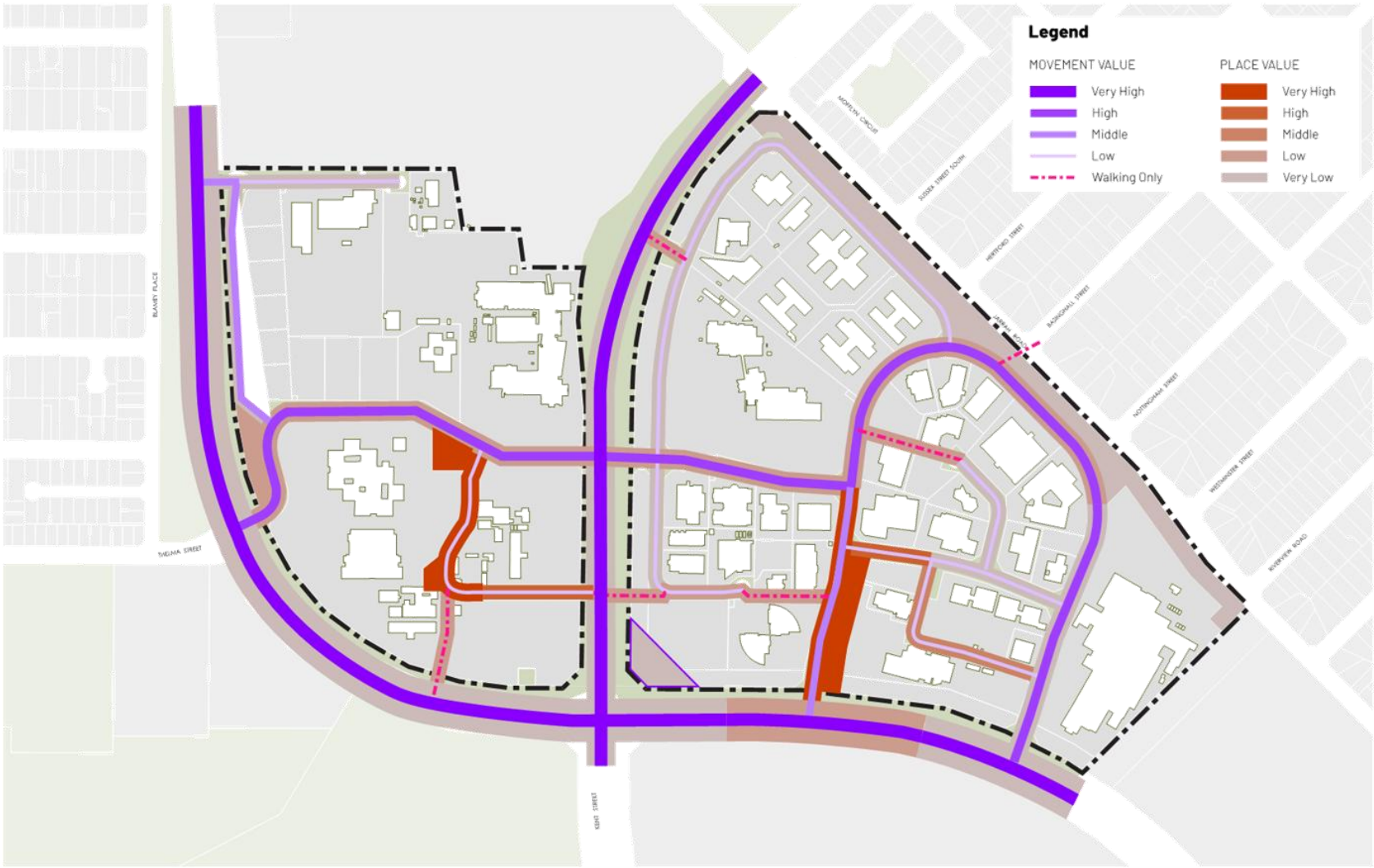


Figure 41: Movement and Place Framework

6.4.4 Calibrate Car Parking Provisions

Role and Function

Surface car parking currently occupies a substantial proportion of land within Bentley Technology Park. While this reflects historic development patterns and supports existing operational needs, extensive at-grade parking limits redevelopment opportunities, reduces land use efficiency and diminishes the quality of the public environment.

Managing parking provision is therefore a key component in supporting a more efficient, accessible and well-functioning precinct as it evolves.

Design Approach

The design framework promotes a more balanced and efficient approach to parking provision, aligned with the broader transport strategy for the Bentley-Curtin Activity Centre.

A key component of this approach is the adoption of Activity Centre sub-precinct parking caps as the framework for future provision, comprising:

- 1,140 bays for Technology Park West
- 1,842 bays for Technology Park Centre

These caps establish a clear upper limit on parking supply and support a transition toward more efficient land use over time.

Within this framework, parking is to be:

- Delivered on a site-by-site basis in response to operational needs
- Managed within the adopted parking caps
- Integrated with redevelopment and intensification outcomes

Key directions include:

- Maintaining sufficient parking to support business operations and accessibility
- Managing parking supply to avoid over-provision and support gradual mode shift
- Locating parking behind buildings, within structures or integrated with development
- Reducing the visual and functional dominance of parking along key streets and public spaces

This approach:

- Improves the safety and functionality of the movement network
- Supports more efficient use of land across the precinct
- Enhances built form and streetscape outcomes
- Enables the progressive release of land currently used for surface parking for redevelopment, public open space and landscape improvements

Importantly, this approach provides flexibility for existing landowners and operators, while establishing a clear framework to guide future parking provision as the precinct evolves.

6.4.5 Key Movement Connections

Role and Function

Targeted movement connections improve permeability, reduce travel distances and support integration between sub-precincts, public open spaces and surrounding destinations.

These connections play a critical role in enabling a more walkable and accessible precinct while supporting redevelopment and improved street interfaces.

Design Approach

The framework introduces a series of new and upgraded connections to strengthen the overall movement network.

6.4.5.1 Dick Perry Avenue - Indicative Design Concept

Dick Perry Avenue is reinforced as a primary east-west movement corridor and landscape spine that:

- Strengthens its role as a key green link through retention of mature pine trees and additional canopy planting
- Improves pedestrian and cyclist movement through upgraded footpaths and on-road cycling lanes
- Integrates WSUD measures, particularly at the western extent, to support drainage and environmental performance
- Supports activation adjacent to POS 2 through seating, lighting and improved pedestrian amenity
- Transitions to a more balanced, landscape-led street environment over time

Dick Perry Avenue Street Cross-Section Proposal	
Streetscape Elements	
Total Reserve Width	20m
Design Speed	40km/h
Travel Lanes	Standard asphalt
On-street parking	Nil
Cycle Infrastructure	On-street marked lanes both sides
Footpaths	1.8m back of kerb (where existing), 1.8m abutting property line for new path
Street Furniture	Place specific (focus seating and pedestrian scale lighting toward new POS areas)
Street Trees	Complement retained pines in adjacent landscape setbacks with native shade trees to address gaps in canopy cover
Landscape Strip	Shrubs at base, no turf
WSUD Options	Small swale or rain gardens in southern verge on approach to western drain

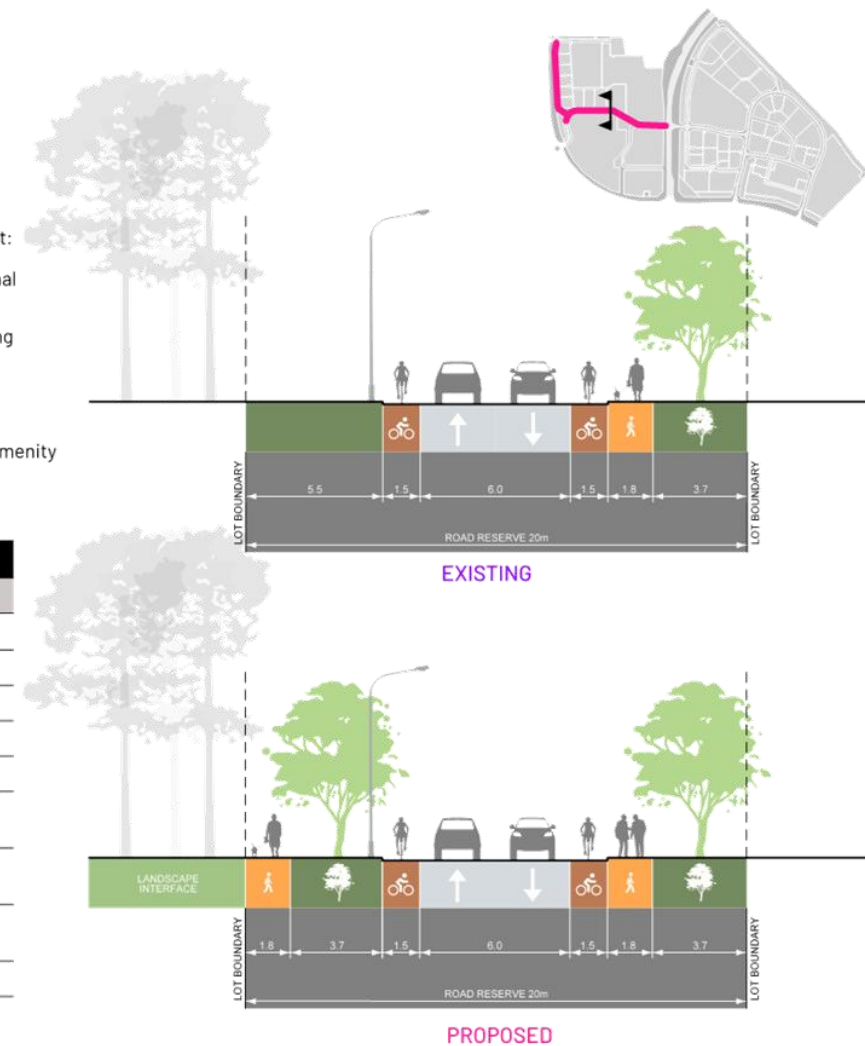


Figure 42: Dick Perry Avenue Existing and Proposed Streetscape Cross-Sections

6.4.5.2 Road 1 – Indicative Design Concept

Road 1 is proposed as a new internal street within Technology Park West that:

- Improves internal connectivity and supports subdivision and redevelopment
- Provides parallel on-street parking to support adjacent land uses
- Incorporates generous footpaths and street tree planting to enhance walkability
- Retains existing plantation trees where feasible to reinforce landscape character
- Integrates WSUD elements such as rain gardens and permeable paving



Road 1 Cross-Section Proposal	
Streetscape Elements	
Total Reserve Width	16.2m
Design Speed	40km/h
Travel Lanes	Standard asphalt
On-street parking	Parallel both sides
Cycle Infrastructure	On-street marked lanes both sides
Footpaths	1.8m both sides, back of kerb
Street Furniture	occasional public seating (adjacent POS)
Street Trees	Retention of former pine plantation trees, complement where space available
Landscape Strip	hardscape, maximise walkability and pause points
WSUD Options	Rain gardens and permeable paving

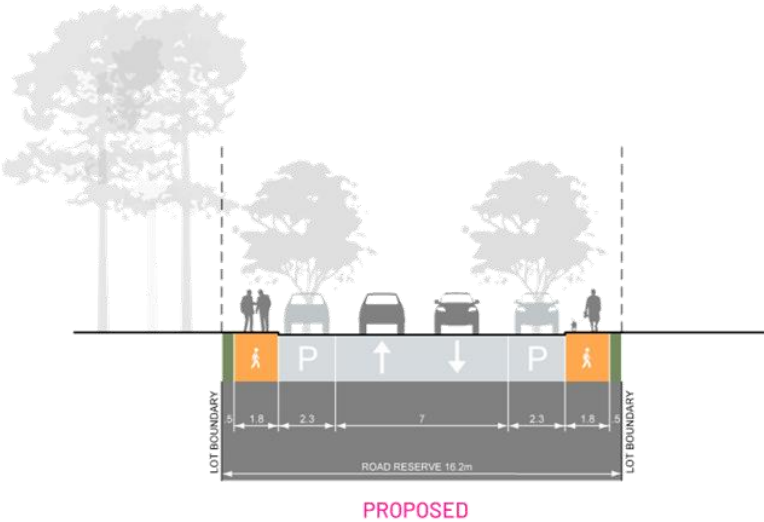


Figure 43: Road 1 Proposed Streetscape Cross-Section

6.4.5.3 Road 2 – Indicative Design Concept

Road 2 is envisioned as a pedestrian-priority street adjacent to key public open space areas that:

- Supports low-speed vehicle movement within a shared environment
- Enhances pedestrian amenity through widened footpaths, seating and pedestrian-scale lighting
- Integrates landscape planting and feature trees within parking areas
- Enables spill-out activity from adjacent uses and POS areas
- Creates a highly activated, people-focused street environment



Road 2 Cross-Section Proposal	
Streetscape Elements	
Total Reserve Width	15m
Design Speed	30km/h
Travel Lanes	Feature Treatment adjacent POS areas Standard asphalt
On-street parking	Parallel both sides
Cycle Infrastructure	Nil - shared space
Footpaths	2.2m both sides, back of kerb
Street Furniture	Pedestrian scale street lights public seating bike racks drinking fountain
Street Trees	Exotic deciduous feature trees in nibs between parking bays
Landscape Strip	Hardscape, maximise walkability and pause points
WSUD Options	Rain gardens and permeable paving

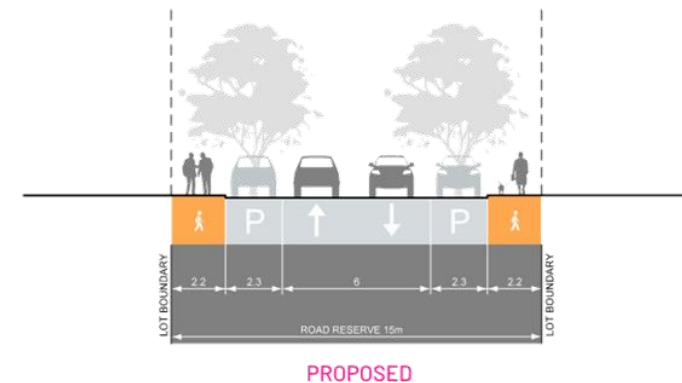


Figure 44: Road 2 Proposed Streetscape Cross-Section

6.4.5.4 Road 3 – Indicative Design Concept

Road 3 is proposed as a new internal access street that:

- Improves connectivity and circulation
- Rationalises property access from Brodie-Hall Drive (west)
- Enables consolidation of crossovers and improved frontage conditions
- Supports delivery of POS 4 and associated public realm outcomes

The alignment utilises existing driveways and parking areas to minimise disruption and support staged implementation.



Road 3 Cross-Section Proposal	
Streetscape Elements	
Total Reserve Width	12m
Design Speed	30km/h
Travel Lanes	Standard asphalt
On-street parking	Nil
Cycle Infrastructure	Nil - shared space
Footpaths	3m both sides, back of kerb
Street Furniture	Pedestrian scale street lights occasional public seating bike racks
Street Trees	Exotic deciduous feature trees in nibs between parking bays
Landscape Strip	hardscape, maximise walkability and pause points
WSUD Options	Nil

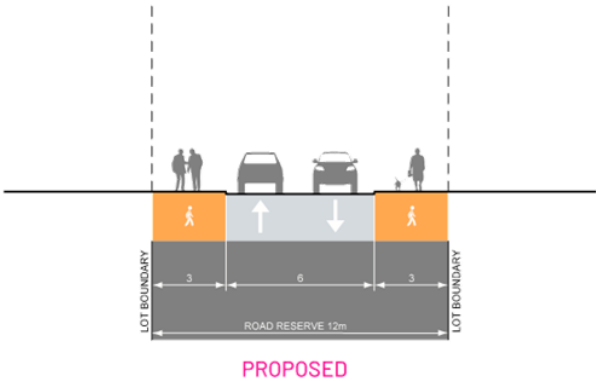


Figure 45: Road 3 Proposed Streetscape Cross-Section

6.4.5.5 Brodie-Hall Drive (approaching Hayman Road) – Indicative Design Concept

- Introduces traffic calming measures to reduce speeds and improve safety
- Strengthens pedestrian connections to adjoining POS areas
- Enhances arrival experience through landscape planting and streetscape upgrades
- Integrates WSUD elements within verge areas
- Supports a transition from a movement corridor to a more pedestrian-oriented environment

Brodie Hall Drive (approaching Hayman) Street Cross-Section Proposal	
Streetscape Elements	
Total Reserve Width	21.1m
Design Speed	30km/h
Travel Lanes	Feature treatment Introduce meander to slow speeds
On-street parking	Parallel both sides
Cycle Infrastructure	Nil - shared space
Footpaths	1.8m on western verge, abutting property boundary perpendicular path connections through adjoining POS on eastern verge
Street Furniture	Pedestrian scale street lights public seating bike racks drinking fountain
Street Trees	Complement retained pines in adjacent POS to east with exotic deciduous feature trees to increase canopy cover
Landscape Strip	Shrubs at base, some turf or hardscape on eastern side where connected with POS
WSUD Options	Small swale or rain gardens in verges on approach to Hayman Drive

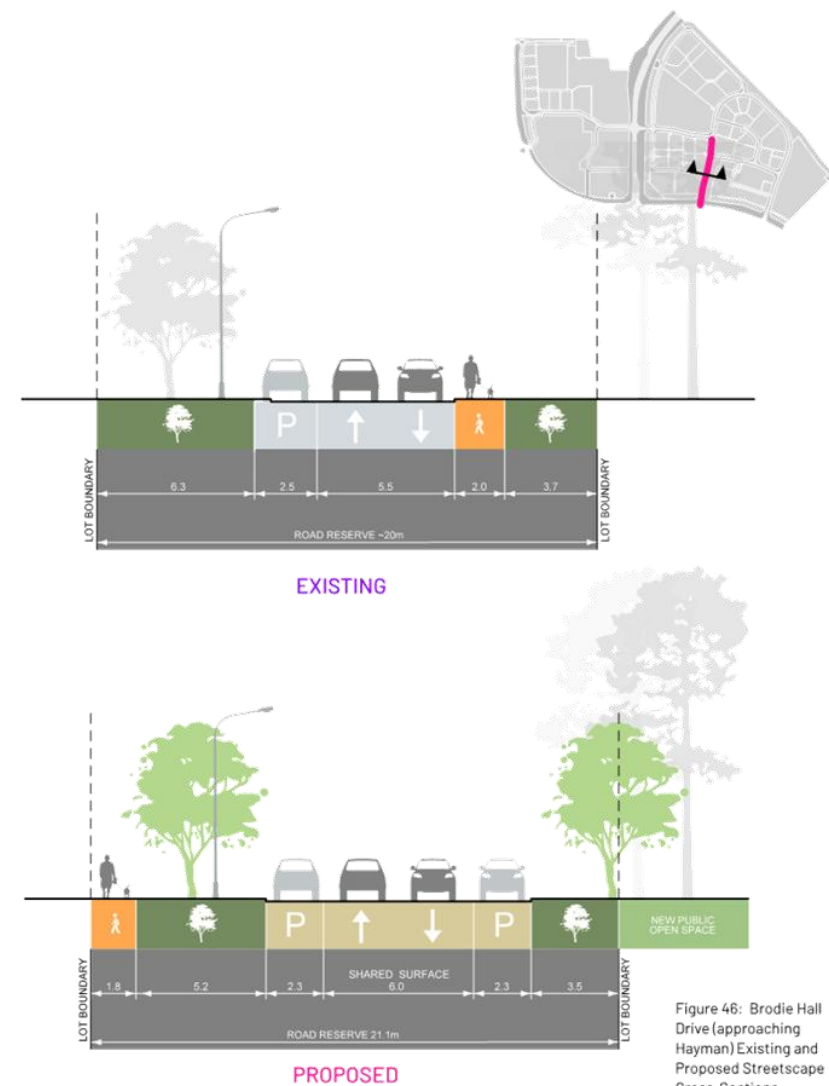


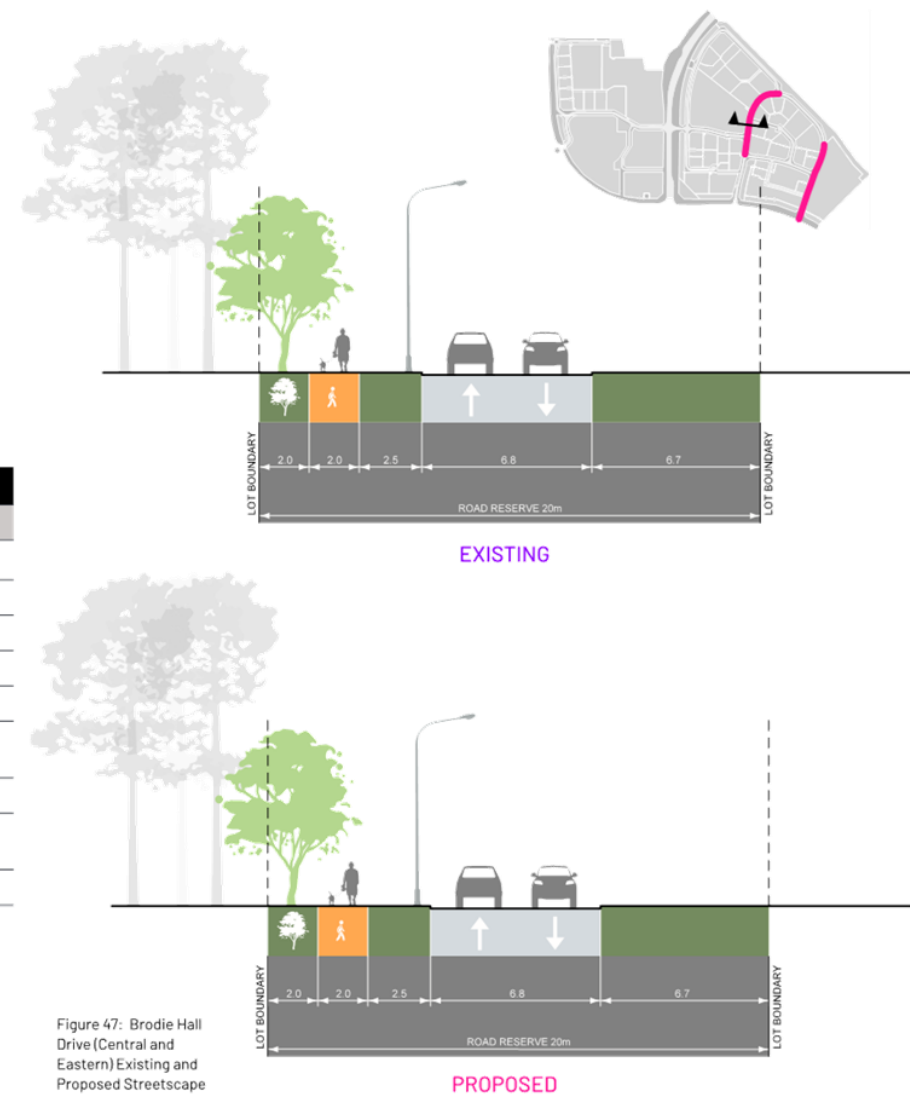
Figure 46: Brodie Hall Drive (approaching Hayman) Existing and Proposed Streetscape Cross-Sections

6.4.5.6 Brodie-Hall Drive (Central and Eastern) – Indicative Design Concept

The central and eastern sections of Brodie-Hall Drive are enhanced as landscape-led streets that:

- Retain generous verge widths and strengthen canopy through additional planting
- Incorporate shared-use paths to improve pedestrian and cyclist connectivity
- Integrate WSUD measures within landscape strips
- Support low-intensity movement while reinforcing ecological and landscape outcomes
- Maintain a strong landscaped campus character

Brodie Hall Drive (Central and Eastern) Street Cross-Section Proposal	
Streetscape Elements	
Total Reserve Width	20m
Design Speed	50km/h
Travel Lanes	Standard asphalt
On-street parking	Nil
Cycle Infrastructure	Shared Use Paths
Footpaths	2.0m on western verge (existing) 2.5m on eastern verge abutting property line
Street Furniture	Occasional public seating some bike racks
Street Trees	Complement retained pines in adjacent landscape setback areas to west with native trees to increase canopy cover
Landscape Strip	Shrubs at base, no turf
WSUD Options	Potential rain gardens in landscape strips



6.4.5.7 Brodie-Hall Drive (Northern) – Indicative Design Concept

The northern section of Brodie-Hall Drive functions as a key internal connector that:

- Supports both vehicular access and active transport movement
- Incorporates shared-use paths and improved pedestrian infrastructure
- Retains on-street parking in a managed and landscape-integrated form
- Strengthens tree canopy and verge planting
- Enhances safety and amenity through improved streetscape design

Brodie Hall Drive (Northern) Street Cross-Section Proposal	
Streetscape Elements	
Total Reserve Width	20m
Design Speed	50km/h
Travel Lanes	Standard asphalt
On-street parking	Parallel on northern side only
Cycle Infrastructure	Shared Use Paths
Footpaths	2.0m on both side, back of kerb
Street Furniture	Occasional public seating some bike racks
Street Trees	Complement retained pines in adjacent POS to north with native trees to increase canopy cover
Landscape Strip	Shrubs at base, no turf to southern verge, minimise turf on northern verge (some turf to north where connected with POS turf)
WSUD Options	Potential rain gardens in landscape strips

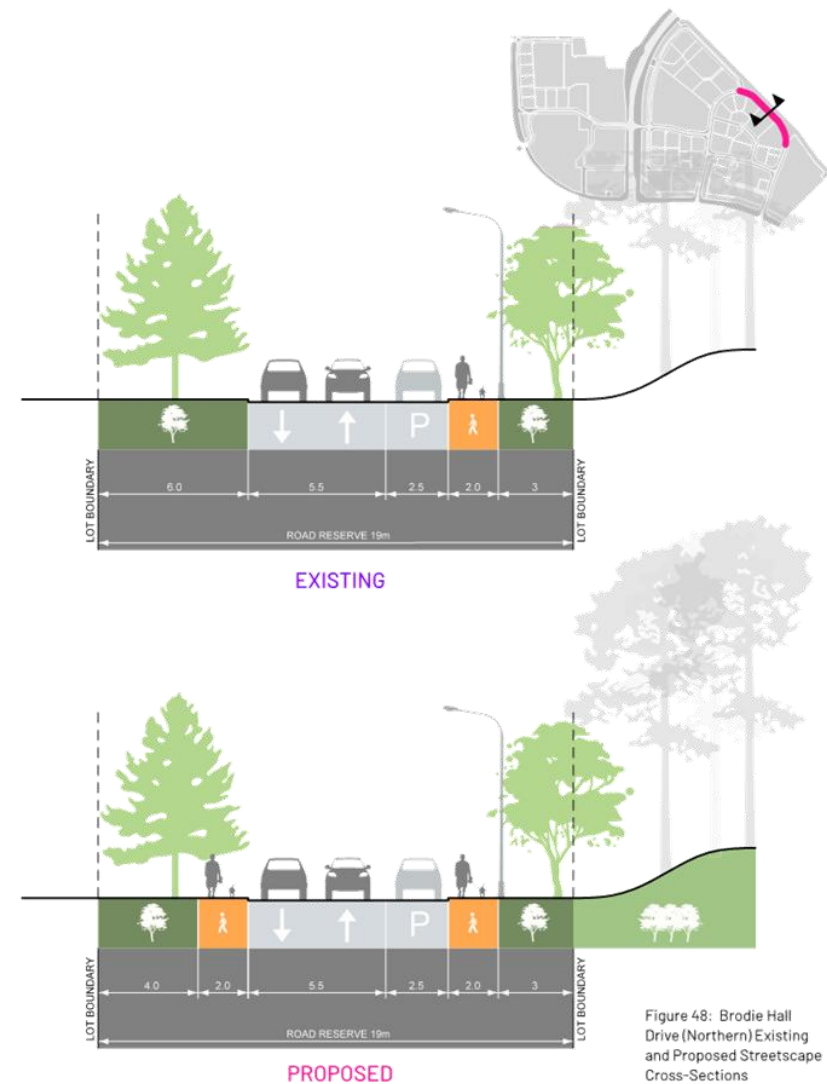


Figure 48: Brodie Hall Drive (Northern) Existing and Proposed Streetscape Cross-Sections

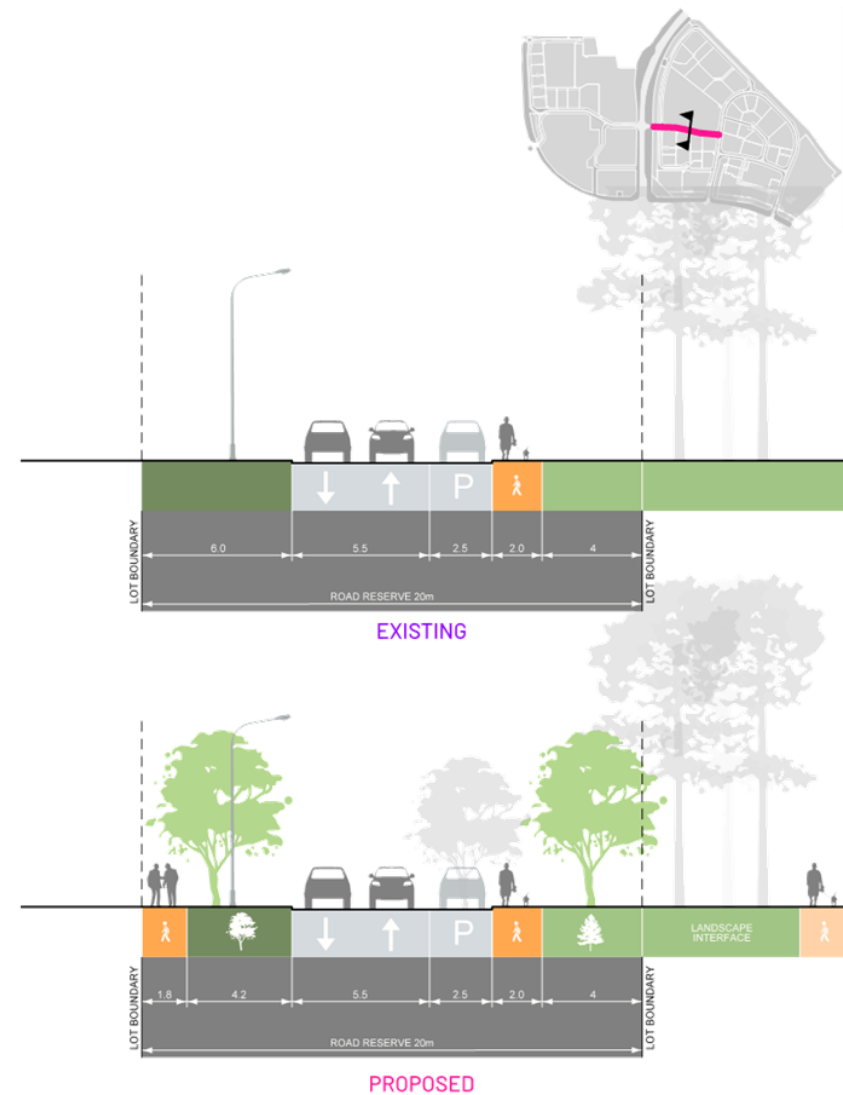
6.4.5.8 Turner Avenue – Indicative Design Concept

Turner Avenue is enhanced as a secondary access street that:

- Supports local access while maintaining a low-intensity movement function
- Retains parallel parking in a controlled and landscape-integrated arrangement
- Improves pedestrian movement through upgraded footpaths
- Increases canopy cover through additional tree planting
- Incorporates WSUD opportunities within verge areas

Turner Avenue Street Street Cross-Section Proposal	
Streetscape Elements	
Total Reserve Width	20m
Design Speed	50km/h
Travel Lanes	Standard asphalt
On-street parking	Parallel on northern side only
Cycle Infrastructure	Nil
Footpaths	1.8m on southern verge (existing) 2.0m - 2.5m on northern verge, back of kerb
Street Furniture	Occasional public seating some bike racks
Street Trees	Complement retained pines in adjacent landscape setback areas to north with native trees to increase canopy cover
Landscape Strip	Shrubs at base, no turf to southern verge, minimise turf on northern verge (some turf to north where connected landscape setback area)
WSUD Options	Potential rain gardens in landscape strips

Figure 49: Turner Avenue Existing and Proposed Streetscape Cross-Sections



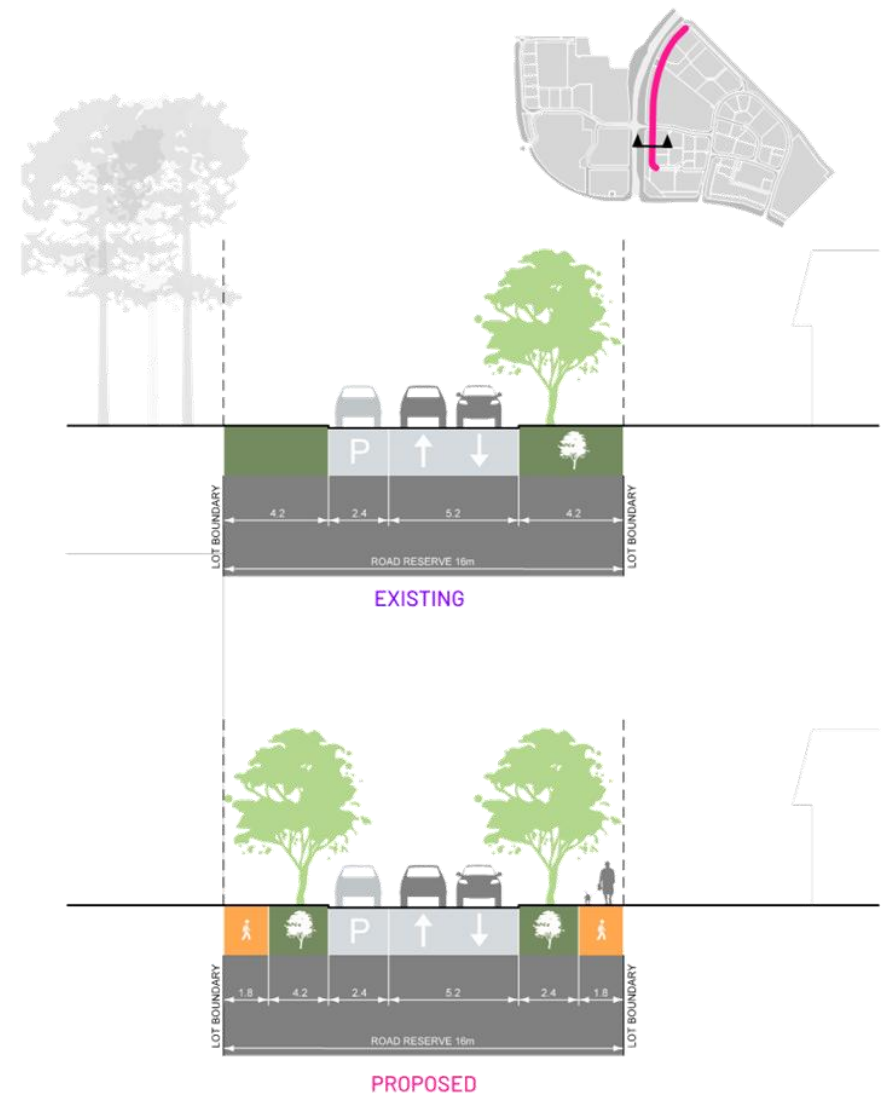
6.4.5.9 Watts Place and De Laeter Way – Indicative Design Concept

Watts Place and De Laeter Way are enhanced as local connector streets that:

- Improve pedestrian accessibility and connectivity within and beyond the precinct
- Retain on-street parking in a managed and integrated form
- Enhance streetscape character through additional tree planting and landscaping
- Incorporate WSUD measures within verge areas
- Support a more comfortable and walkable local street environment

Watts Place and De Laeter Way Street Cross-Section Proposal	
Streetscape Elements	
Total Reserve Width	16m
Design Speed	50km/h
Travel Lanes	Standard asphalt
On-street parking	Parallel on western side only
Cycle Infrastructure	Nil
Footpaths	1.8m on eastern side, abutting property line
Street Furniture	Occasional public seating some bike racks
Street Trees	Native trees to increase canopy cover
Landscape Strip	Shrubs at base, no turf
WSUD Options	Potential rain gardens in landscape strips

Figure 50: Watts Place and De Laeter Way Existing and Proposed Streetscape Cross-Sections



6.5 Land Use



Design Objectives

- Prioritise walking, cycling and public transport as the primary modes of movement within the Precinct by delivering safe, direct and legible active and public transport connections, and providing for pedestrian-focused streetscape outcomes.
- Improve connections between sub-precincts and surrounding destinations, particularly the Curtin University Bentley campus.
- Design the movement network to intergrade with the future mid-tier transit corridor and support its operation, accessibility and success.
- Ensure the movement network supports the operational needs of enterprises, including service vehicle access, deliveries, emergency access and shift-based activity patterns, without undermining pedestrian and cyclist comfort or safety.
- Establish a connected and hierarchical street network that supports efficient movement while maintaining permeability for pedestrians and cyclists.

Stakeholder Priorities

Stakeholder engagement highlighted the following priorities:

Flexible planning controls

Providing planning controls that allow businesses to expand, adapt and innovate without unnecessary constraints.

Greater land use intensity at key nodes

Focusing higher levels of activity in key locations where supporting services and infrastructure can be easily accessed.

Design Response

Reinforce economic role

Key Considerations

- The precinct plays an important role within the broader innovation and technology. The precinct supports a range of research and technology-based activities.
- Anchor tenants provide a strong economic foundation.
- A clear land use focus can strengthen precinct identity.

Current Condition

Bentley Technology Park accommodates a diverse mix of tenants, including several established organisations in sectors such as pharmaceuticals, supercomputing, mining/METS research and data technologies.

Plan Response

Strengthen the innovation and technology focus by supporting anchor tenant growth and complementary industries.

Consider growth sectors

Key Considerations

- Emerging sectors such as alternative energy, AI, critical minerals and sustainability present opportunities for growth.
- Flexible research infrastructure can support evolving industry needs.
- A range of laboratory and innovation spaces may be required.

Current Condition

The precinct supports a range of research activities, with infrastructure that has evolved to meet the needs of existing tenants. Future development may accommodate a broader range of research environments.

Plan Response

Enable flexible research and innovation facilities that support emerging sectors.

Employment growth capacity

Key Considerations

- Some sites within the precinct offer capacity for additional development.
- Increased employment density can strengthen economic performance.
- Supporting uses can improve worker amenity and precinct vitality.

Current Condition

The precinct includes a range of established businesses and research organisations across multiple sites, with some areas offering opportunities for future development.

Plan Response

Support additional employment growth through redevelopment and complementary supporting uses.

Enable land use flexibility Key Considerations

Key Considerations

- Flexible planning controls can support evolving industries and collaboration.
- Existing planning provisions influence redevelopment potential.
- Careful management is required at residential interfaces.

Current Condition

The current planning framework, including restrictive covenants associated with the original development of the technology park, continues to guide land use and development outcomes.

Plan Response

Introduce greater land use flexibility while ensuring appropriate transitions to surrounding residential areas.



Legend

- Office and Semi-Active Technology Uses
- Shared Laboratories and Digital Manufacturing
- Entertainment Type Uses to Complement High Place Value Spaces
- Supercomputing
- Health and Pharmaceutical Research Manufacturing
- Greenhouses and Large Scale Research Facilities
- Short-Stay Accommodation

Plan messaging

Reinforce Innovation Precinct Role

Prioritise research, technology and knowledge-based industries.

Encourage Industry Clustering

Support collaboration between anchor tenants and emerging businesses.

Support Complementary Uses

Introduce cafés, childcare and services to support daily activity.

Enable Flexible Employment Uses

Allow evolving industries and research practices to be accommodated.

Figure 51: Land Use Design Response

Land Use



Context

Bentley Technology Park supports a range of research, technology and knowledge-based industries and plays a key role within Western Australia's innovation ecosystem. Established anchor tenants and institutions provide a strong foundation for collaboration, investment and future growth.

The precinct functions as a specialised innovation environment rather than a conventional activity centre, with a focus on research, development and knowledge-intensive employment.

Design rationale

Maintaining a strong focus on innovation-oriented employment uses is critical to the precinct's long-term success. At the same time, evolving technologies and emerging industries require flexibility in land use, infrastructure and building typologies.

A clear land use framework supports industry clustering, enables intensification and improves day-to-day amenity, helping to attract investment, talent and collaboration opportunities.

Framework response

The land use framework reinforces the precinct's role as a centre for research, development and technology industries while enabling flexibility to accommodate emerging sectors and evolving operational needs.

A broad innovation and enterprise focus is maintained across most of the precinct, complemented by targeted locations for commercial and supporting uses at key frontages, nodes and public spaces. This approach supports economic growth, improves amenity and strengthens the overall functioning of the precinct.

Design moves

The following design moves translate the land use framework into clear strategic directions that reinforce the precinct's economic role while supporting flexibility and long-term adaptability.

Reinforce the Innovation and Employment Role

Prioritise research, technology and knowledge-based industries as the primary land use focus.

Support Emerging and Growth Sectors

Enable development that accommodates evolving industries and specialised facilities.

Enable Employment Growth and Intensification

Facilitate increased employment density through redevelopment and more efficient land use.

Integrate Complementary Uses at Key Locations

Introduce supporting uses that enhance amenity, collaboration and daily convenience.

Enable Flexible Land Use Outcomes

Allow land uses to adapt over time while maintaining the precinct's core function.

The distribution of land uses and supporting activity nodes is illustrated in **Figure 51**. The following sections set out the key land use components of the precinct, detailing how development supports economic activity, flexibility and long-term growth.

6.5.1 Reinforce Economic Role

Role and Function

Bentley Technology Park is a significant component of Western Australia's innovation ecosystem, supporting a diverse range of research, technology and knowledge-intensive industries.

The precinct functions as a location for collaboration, research commercialisation and industry-university partnerships, anchored by major institutions and globally significant facilities.

Bentley Technology Park is a significant component of Western Australia's innovation ecosystem, supporting a diverse range of research, technology and knowledge-intensive industries.

The precinct functions as a location for collaboration, research commercialisation and industry-university partnerships, anchored by major institutions and globally significant facilities.

Design Approach

The design framework reinforces this role by maintaining a strong focus on innovation-driven employment uses as the primary land use within the precinct. This includes:

- Research and development,
- Laboratories and specialised facilities,
- Advanced manufacturing and production,
- Data, digital and technology-based industries, and
- Education and knowledge-intensive business uses.

Existing anchor tenants are supported as key drivers of industry clustering, investment attraction and collaboration.

This approach ensures the precinct continues to operate as a specialised innovation hub rather than evolving into a general commercial centre.

6.5.2 Consider Growth Sectors

Role and Function

Innovation precincts must remain adaptable to emerging industries and technological change. The ability to accommodate specialised facilities and evolving research practices is critical to maintaining competitiveness.

Design Approach

The land use framework enables flexibility to support emerging sectors such as:

- Renewable and alternative energy,
- Artificial intelligence and data science,
- Critical minerals and advanced manufacturing, and
- Sustainability and climate-related industries.

Development is expected to accommodate a range of specialised facilities, including:

- Laboratories (including higher-intensity or "dirtier" labs),
- Data centres and high-performance computing environments,
- Research and testing facilities, and
- Advanced production and pilot-scale manufacturing

This flexibility ensures the precinct can respond to changing industry needs and attract high-value investment over time.

6.5.3 Employment Growth Capacity

Role and Function

The precinct has significant capacity to accommodate additional employment growth through redevelopment of underutilised sites and more efficient use of land.

Design Approach

The design framework supports increased employment density through:

- Intensification of key sites and corridors,
- Redevelopment of surface parking areas, and
- Introduction of multi-storey development.

Higher employment density will:

- Strengthen economic performance,
- Support clustering and collaboration, and
- Improve viability of supporting services.

Complementary uses such as cafés, childcare, small-scale retail and hospitality are encouraged in targeted locations to enhance day-to-day amenity and contribute to a more vibrant precinct environment.

6.5.4 Enable Land Use Flexibility

Role and Function

The pace of technological change requires land use frameworks to accommodate evolving business models, research practices and operational needs.

Design Approach

The land use framework allows for flexibility while maintaining a strong innovation and employment focus.

This includes:

- Enabling a broad range of compatible employment uses,
- Supporting co-location and collaboration between industries, and
- Allowing for adaptation of buildings and spaces over time.

Complementary uses are to be carefully located:

- Along key streets, nodes and public spaces, and
- At ground level to support activation and visibility.

Land use transitions are managed at precinct edges through:

- Building design and scale transitions,
- Landscape buffers, and
- Appropriate siting of higher-impact activities

Residential and short-stay accommodation may be considered as supporting uses, but are to be limited, carefully located and designed to manage potential amenity conflicts.

6.5.5 Land Use Distribution and Mix

Role and Function

Land use distribution and mix translate the precinct's economic role into a coherent spatial structure. The arrangement of uses influences movement patterns, levels of activity, interface conditions and the overall experience of the precinct. A well-considered distribution reinforces existing industry clusters, supports collaboration, activates key destinations and ensures compatibility with surrounding land uses.

Design Approach

The land use framework builds on the precinct's established industry base, including clusters in:

- Pharmaceuticals and medical science,
- Mining equipment, technology and services (**METS**), and
- Data science, supercomputing and digital industries space and radio astronomy research.

These clusters, supported by major institutions such as Pawsey, CSIRO, NovaCina and Curtin University, form the foundation of the precinct's economic role and are prioritised within the land use structure.

In response, the framework:

- **Reinforces and clusters core employment uses**
by concentrating higher-intensity research, laboratory and technology activities in locations with strong access, infrastructure capacity and proximity to existing institutions.
- **Aligns land use with the movement network and public realm**
by directing active and publicly accessible uses to key streets, nodes and public open spaces, supporting activation, wayfinding and daily activity.
- **Manages interfaces and protects amenity**
by stepping down intensity at residential edges, incorporating landscape buffers and directing higher-impact activities to internal streets and larger sites.

The land use mix is deliberately structured to prioritise

- Research and development,
- Laboratory and specialised production uses, and
- Associated office, education and knowledge-based employment

Supporting uses are introduced in a targeted and complementary manner, including:

- Cafés and hospitality,
- Small-scale retail and convenience services,
- Childcare and community facilities, and
- Co-working and collaboration spaces.

These uses are located primarily at ground level along key frontages and around public spaces to enhance day-to-day amenity, support longer dwell times, and facilitate informal interaction and collaboration.

More specialised or operational uses are located above or behind these active edges to maintain functionality while supporting a high-quality public realm. Overall, the distribution and mix of land uses ensure the precinct remains a high-performing innovation environment while becoming a more connected, legible and vibrant place for workers, businesses and visitors.

6.6 Built Form



Design Objectives

- Deliver built form that positively addresses streets and public spaces through building orientation, active and legible frontages, articulated building edges and pedestrian-focused interfaces.
- Ensure built form adjacent to residential areas is appropriately sited, scaled and designed to manage potential amenity impacts and provide for a respectful transition.
- Design built form that responds to the site's topography and integrates with the existing landscape character, including the prominence and scale of the landmark pine trees.
- Facilitate adaptable built-form outcomes that can respond to changing operational, servicing and functional requirements of research and development enterprises and complementary land uses over time.
- Locate and design landmark buildings at major intersections, gateway points, and key activity areas to support Precinct identity and wayfinding.

Stakeholder Priorities

Stakeholder engagement highlighted the following priorities for:

Varied built form

Supporting a mix of building scales and forms, including mid-rise buildings at key locations to accommodate growing businesses.

Flexible built form controls

Ensuring development controls allow buildings to respond to operational needs and evolving industry requirements.

Sustainable development

Encouraging building design that improves environmental performance while supporting efficient long-term operation.

Design Response

Building Design and Character

Key Considerations

- Built form should reinforce the precinct's innovation identity.
- High-quality design can strengthen precinct character.
- Sustainable building practices support long-term resilience.
- A mix of building typologies can support diverse tenant needs.

Current Condition

Built form across the precinct reflects its staged development and includes a mix of smaller buildings and larger consolidated facilities. Design quality varies across the precinct and some areas present opportunities for renewal.

Plan Response

Encourage high-quality contemporary building design that strengthens the innovation identity of the precinct.

Building Height and scale

Key Considerations

- Built form should support intensification while maintaining appropriate transitions.
- Flexible controls can allow development to respond to evolving tenant needs.
- Redevelopment opportunities exist across underutilised sites.
- Taller buildings can encourage landscape elements to be retained and enhanced where large building footprints are not required.

Current Condition

Development across the precinct varies in scale, with a mix of smaller buildings, larger facilities, landscaped setbacks and surface parking areas.

Plan Response

Introduce flexible height and scale controls that support intensification and redevelopment of underutilised land.



Figure 52: Potential Built
Form Outcome based on
Land Use Assumptions



Plan messaging

Deliver Active Street Frontages

Ensure buildings positively address streets and public spaces.

Support Contemporary Design

Encourage high-quality architecture reflecting the innovation character.

Enable Taller Landmark Buildings

Locate taller buildings at key gateways and prominent sites.

Respond to Landscape Setting

Ensure development integrates with tree canopy and green corridors.

Figure 53: Built Form Conceptual Framework Plan

Built Form



Context

The existing built form within Bentley Technology Park reflects its development as a landscaped technology campus, with buildings typically set within generous setbacks and surrounded by surface parking and vegetation.

While this pattern contributes to a distinctive open and green character, it often results in inward-facing development with limited engagement with streets and public spaces.

Design rationale

As the precinct intensifies, built form will play an increasingly important role in shaping its identity, supporting public realm outcomes and enabling a more connected and legible environment.

Buildings that positively address streets and public spaces can enhance activation, improve safety and reinforce the role of the precinct as a contemporary innovation destination, while still retaining its landscape setting.

Framework response

The built form framework supports contemporary architectural design, improved building interfaces and increased height and scale in appropriate locations to accommodate research and technology uses.

This includes:

- Respond to the landscape setting, retaining key vegetation and integrating landscape outcomes
- Positively address streets, green links and public open spaces through high-quality building interfaces
- Support a more coherent, active and legible urban environment
- Enable increased height and scale in appropriate locations to support intensification
- Deliver contemporary architectural design that reflects the precinct's innovation focus

Development is expected to respond to the precinct's landscape structure while contributing to a more coherent and active urban environment.

Design moves

The following design moves guide built form outcomes across the precinct:

Strengthen Building–Public Realm Interfaces

Ensure development positively addresses streets, public spaces and pedestrian connections

Support Contemporary and Innovative Design

Encourage high-quality architectural expression that reflects the precinct's role

Enable Increased Height and Scale in Key Locations

Accommodate intensification while responding to context and landscape character

Integrate Landscape and Built Form

Retain canopy trees and incorporate deep soil planting and WSUD

Manage Transitions and Interfaces

Provide appropriate scale and amenity at edges and sensitive interfaces

The built form strategy, including height distribution and key development areas, is illustrated in **Figure 52** and **Figure 53**. The following sections set out the key built form components of the precinct, detailing how building scale, form and interface contribute to the character and function of the precinct.

6.6.1 Building Design and Character

Role and Function

The built form of Bentley Technology Park reflects its origins as a landscaped technology campus, with buildings typically set within generous setbacks and surrounded by landscaping and parking areas.

While this contributes to the precinct's open character, it can result in buildings that are inward-facing and disconnected from streets and public spaces.

Design Approach

The design framework promotes a stronger relationship between buildings and the public realm while maintaining the landscaped campus setting.

Development should:

- Positively address streets and public spaces through active frontages and glazing
- Provide clearly identifiable building entrances
- Contribute to a sense of enclosure along key streets and public spaces
- Integrate landscape and allow for tree retention where feasible

Architectural design should reflect the innovation focus of the precinct through high-quality materials, contemporary design expression and integrated sustainability measures.

6.6.2 Building Heights and Scale

Role and Function

Building height and scale influence land use efficiency, precinct identity and the relationship between development and surrounding areas.

Design Approach

The design framework supports increased building height and scale in appropriate locations to accommodate modern research, commercial and technology facilities, particularly;

- Along key corridors
- At landmark sites and nodes

Height and massing are carefully managed to respond to:

- Existing tree canopy and landscape structure
- Topography
- Nearby residential areas

Setbacks and massing controls ensure:

- Appropriate solar access
- Opportunities for tree retention
- A suitable transition to lower-scale areas

Together, these measures support a more efficient and contemporary development pattern while retaining the landscape qualities that define the precinct. Refer **Figure 54**.



Figure 54: Building heights and scale

Legend

- 6 Storey (28m) Building Envelopes
- 12 Storey (52m) 'Landmark Location' (taller building elements permitted)

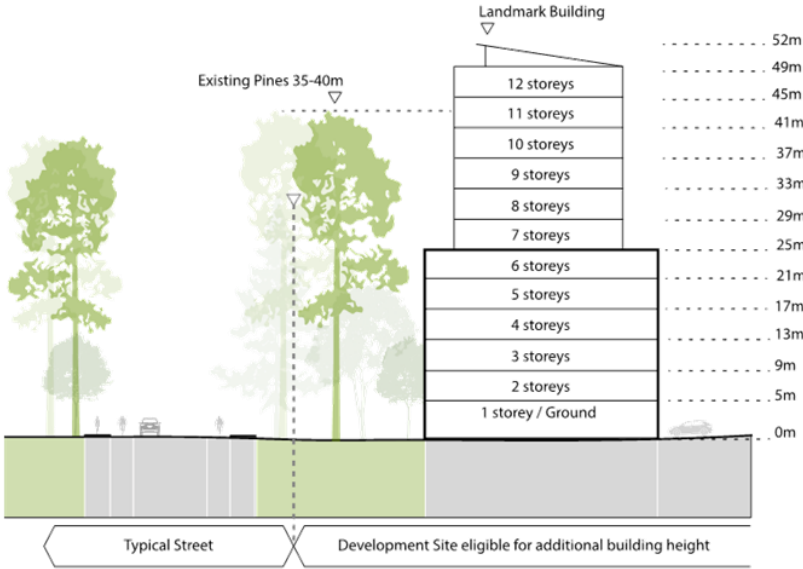


Figure 55: Building Height Calculation

Design Reference

Recently constructed high quality buildings directly south of the PSP within the Curtin Bentley Campus (Exchange Precinct) provide an indication of how taller building proportions (10+ storeys) scale appropriately adjacent existing pines trees.



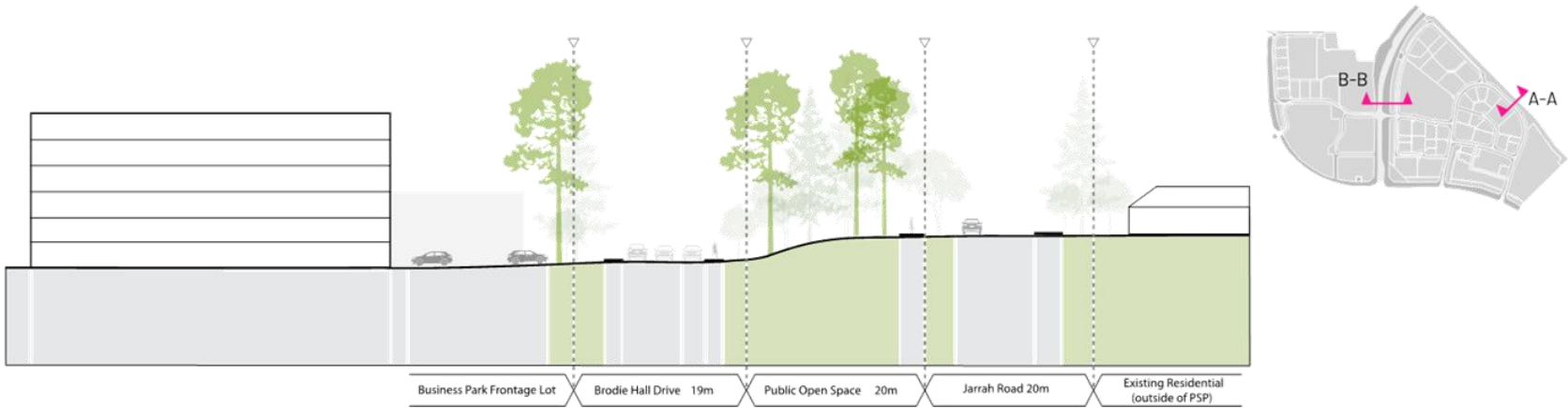


Figure 56: Long-Section A-A Brodie Hall Drive

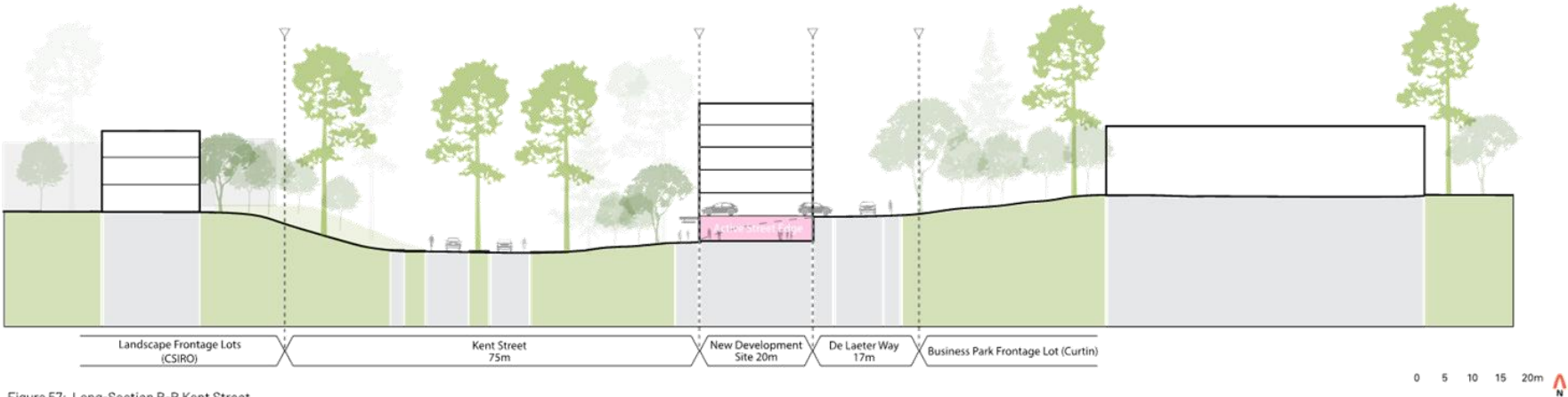


Figure 57: Long-Section B-B Kent Street

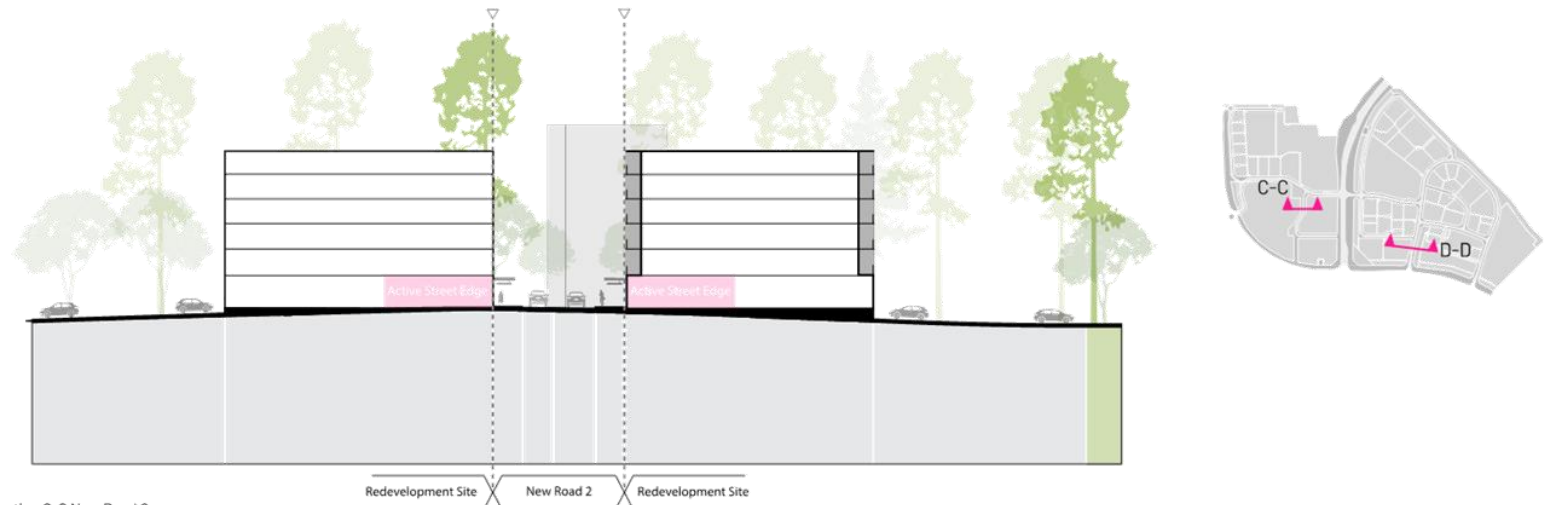


Figure 58: Long-Section C-C New Road 2

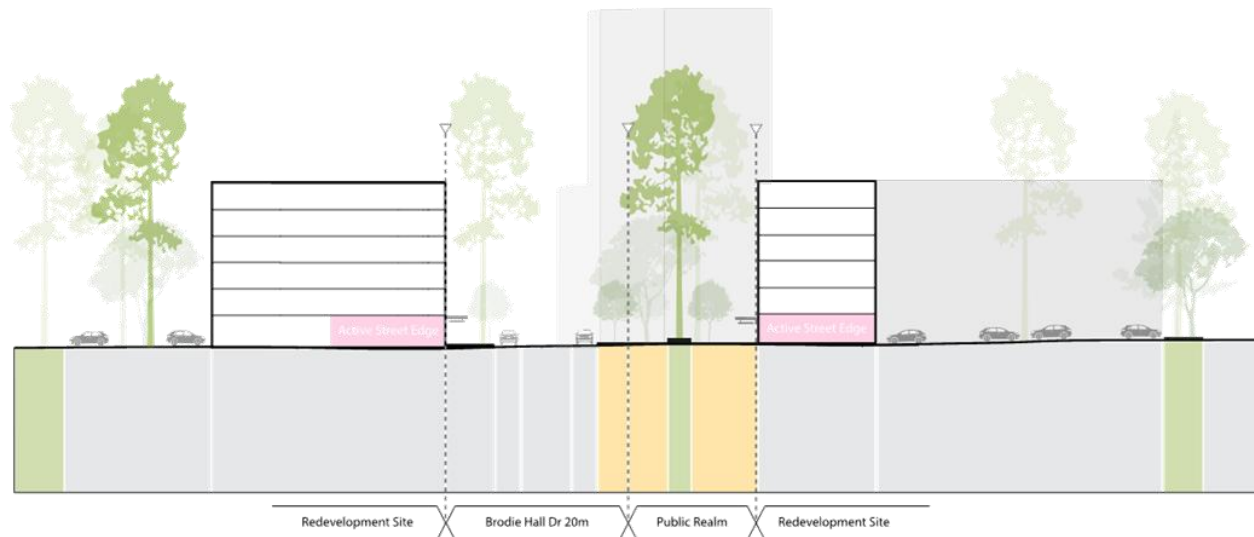


Figure 59: Long-Section D-D Brodie Hall Drive approaching Hayman

0 5 10 15 20m 

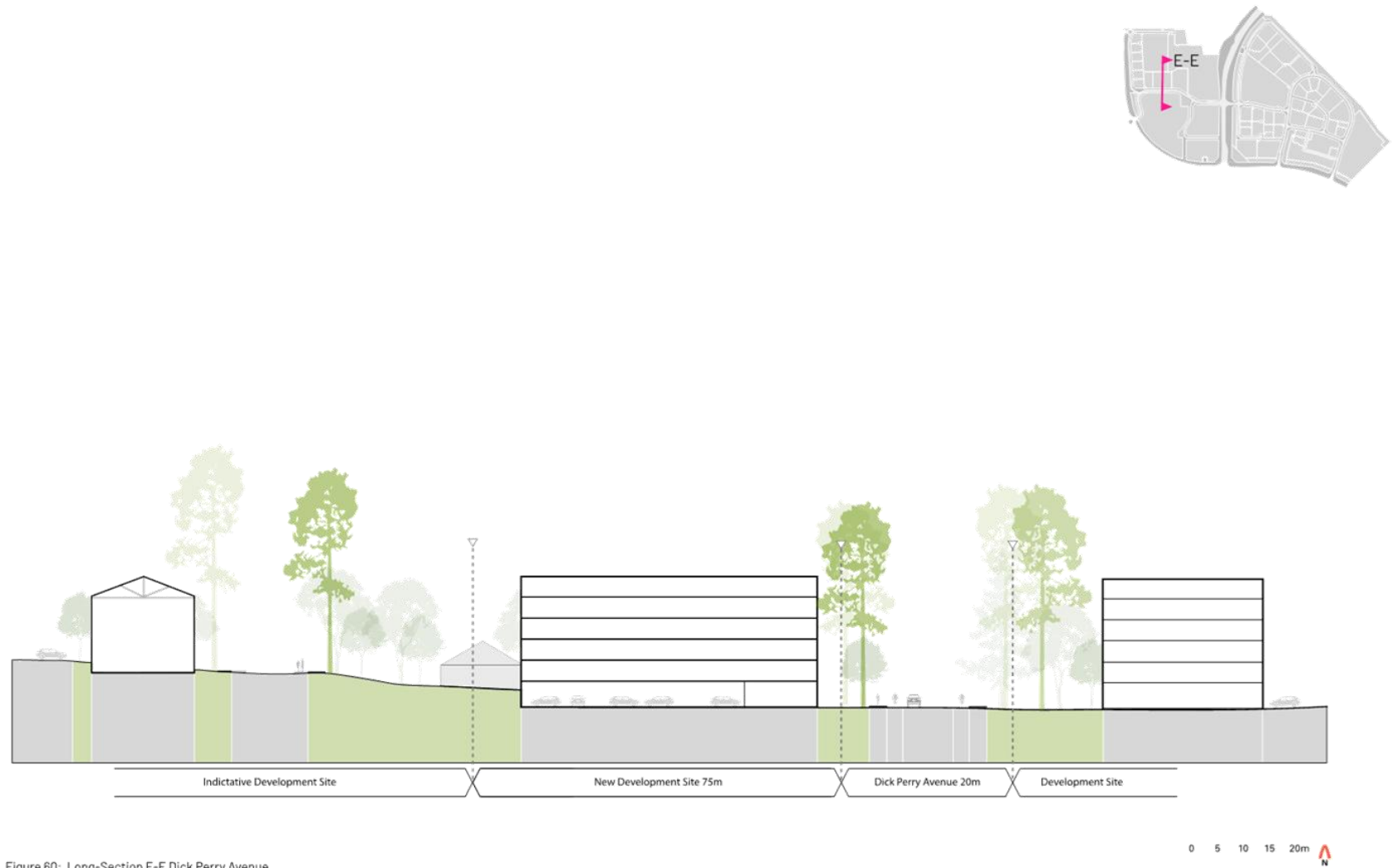


Figure 60: Long-Section E-E Dick Perry Avenue

6.6.3 Landmark Locations

Role and Function

Landmark locations reinforce identity, wayfinding and key arrival points within the precinct. Landmark locations are identified at key nodes, gateway sites and prominent positions within the precinct where built form can contribute strongly to identity, legibility and sense of place. These locations are typically associated with major movement corridors, public open spaces and key arrival points, and are intended to accommodate increased building height, scale and architectural expression relative to surrounding areas.

Design Approach

Located at key nodes, gateway sites and prominent positions, these areas:

- Accommodate increased height and architectural expression
- Incorporate active frontages and high levels of transparency
- Reinforce key streets and public spaces
- Contribute to skyline definition and visual identity
- Respond to surrounding landscape and urban structure

Landmark locations align with catalyst sites and strategic public realm investments, supporting early and visible transformation and establishing the desired built form benchmark.



Design excellence is encouraged on landmark sites as an opportunity to give prominence to the regional function of Bentley Technology Park

6.6.4 Building Interface, Setbacks and Public Realm Integration

Role and Function

Building interfaces and setbacks define how development engages with streets, public open spaces and pedestrian connections, and are critical to the quality, safety and usability of the public realm.

Well-designed interfaces support activation, passive surveillance and pedestrian comfort, while setbacks provide space for landscaping, movement and environmental performance. Together, they shape the everyday experience of the precinct and reinforce its identity as a connected, people-focused environment.

Design Approach

Development is expected to positively contribute to the public realm and movement network through well-defined and active building interfaces.

This includes:

- Incorporating active or visually engaging ground floor uses along key streets, public spaces and pedestrian connections
- Providing transparent façades and visible internal activity to support passive surveillance
- Clearly locating building entrances to address streets, green links and public open spaces
- Integrating weather protection elements such as awnings to support pedestrian comfort and all-weather usability



New building forms, together with new street trees, present an opportunity to provide better spatial definition of the public realm



Buildings addressing Public Access Ways should be orientated to provide passive surveillance, but do not necessarily require entry points away from streets

Setbacks are calibrated to respond to context and function, including:

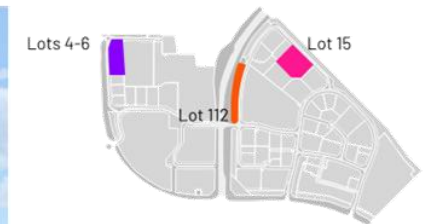
- Reduced setbacks in urban and high-activity locations to support enclosure and activation
- Increased setbacks where required to accommodate tree retention, landscape integration and WSUD
- Transitional setbacks at sensitive edges to manage interface with adjacent residential areas

Building interfaces are to be coordinated with the movement network by:

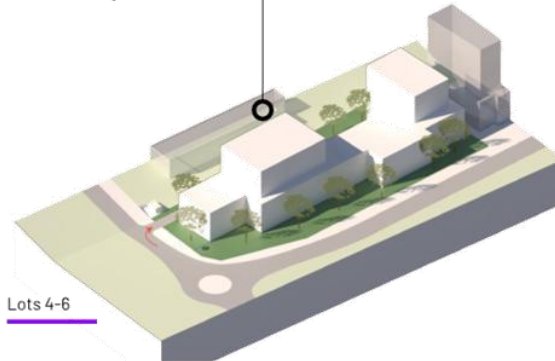
- Prioritising pedestrian and cyclist safety and legibility along key routes
- Minimising vehicle crossovers along primary streets and active frontages
- Locating access, servicing and utilities to secondary streets where possible

Services, plant and utilities are to be integrated within development and designed to minimise visual and functional impacts on streets and public spaces.

Through these measures, built form will support a cohesive, legible and high-quality public realm that aligns with the precinct's landscape structure, green links and movement framework.

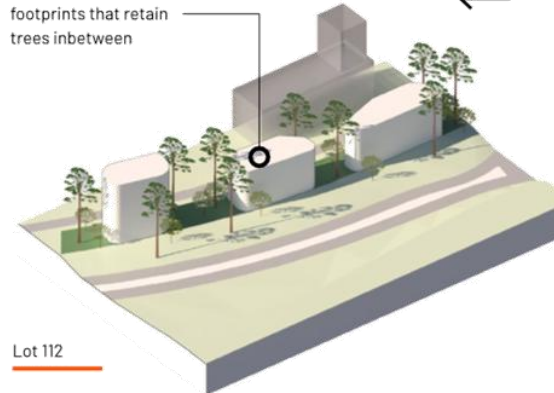


Currently vacant lots to address entry into the Park from Hayman Road



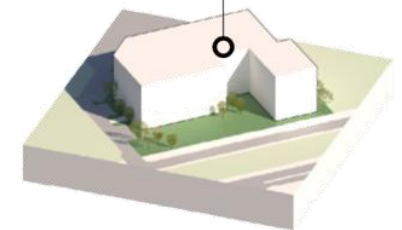
Lots 4-6

20m wide buildings with footprints that retain trees inbetween



Lot 112

Opportunity for building forms to frame external facing green spaces with varied setbacks



Lot 15

Figure 61: Massing Test for Individual Sites

6.6.5 Car Parking and Built Form Integration

Role and Function

Car parking is a significant component of the existing built environment within Bentley Technology Park, currently occupying large areas of land in the form of surface parking.

While this has historically supported operational needs, extensive at-grade parking limits opportunities for intensification, reduces land use efficiency and diminishes the quality and continuity of the public realm.

Design Approach

The design framework promotes a more efficient and integrated approach to parking provision that aligns with the precinct's broader movement strategy and supports long-term intensification.

This includes:

- Managing parking provision in accordance with adopted parking caps and broader transport objectives
- Encouraging shared parking arrangements to improve utilisation across the precinct
- Enabling staged redevelopment of existing surface parking areas over time

Parking is to be:

- Located behind buildings
- Integrated within built form, or
- Designed as part of high-quality landscaped environments

Vehicle access is to be rationalised and prioritised from secondary streets where possible, reducing conflicts with pedestrian and cyclist movement along key frontages.

This approach reduces the visual and functional dominance of parking, improves pedestrian safety and amenity, and supports more active and legible streets and public spaces.

Over time, land currently occupied by expansive surface parking areas can be repurposed to support redevelopment, intensification and the delivery of public open space, green links and landscape improvements, consistent with the broader precinct framework.

6.6.6 Responding to Site Conditions and Fragmentation

Role and Function

Site configuration and parcel structure influence redevelopment potential, connectivity and built form outcomes.

Design Approach

The framework supports:

- Consolidation of fragmented sites where appropriate
- Infill development to improve connectivity and urban structure
- Retention of larger sites for major research and technology uses

Development should respond to the relationship between built and unbuilt areas, supporting a cohesive and adaptable precinct structure.



Illustrative development concept of the precinct.

6.6.7 Sustainability and Environmental Performance

Role and Function

Built form plays a key role in supporting environmental performance, resilience and long-term sustainability.

Design Approach

Development should:

- Incorporate passive solar design and orientation
- Support energy efficiency and renewable energy integration
- Integrate WSUD and water-sensitive landscaping
- Contribute to urban cooling and biodiversity outcomes

6.6.8 Street Frontage Typologies

Role and Function

Street Frontage Typologies establish a coordinated framework for how development interfaces with streets, public spaces and movement corridors. They translate built form intent into place-based outcomes that support legibility, activation and amenity.

Design Approach

The typologies respond to different street and public realm conditions, ranging from highly active urban edges to landscaped campus-style frontages.

They:

- Support the public realm network through positive building interfaces
- Enable activation and interaction in key locations
- Reinforce precinct character
- Manage transitions across different precinct conditions
- Align built form with the movement network and street hierarchy

Applied across key streets and edges (refer **Figure 62**), they guide:

- Setbacks and siting
- Ground floor activation
- Transparency and articulation
- Parking and access
- Landscape integration

The typologies are intended to be applied flexibly, allowing development to respond to operational needs and site conditions, while ensuring a consistent and coordinated precinct outcome. In general:

- Key streets and public spaces support active, urban interfaces
- Internal streets support mixed and campus-style outcomes
- Landscape corridors prioritise canopy retention and green continuity



Buildings setback from the street and beyond landscaped frontages retain historic park-like theme where large mature trees are established



Buildings that provide a defined and active edge to modestly sized public open spaces providing varied experiences and opportunities for workers to interact



Buildings that provide variation in form, articulation and differing materials in key sites



Street Frontage Typologies

Urban Street Frontage

Urban Street Frontages provide a high-quality, urban interface that supports pedestrian movement, surveillance and day-to-day activity along key streets.

Buildings are expected to:

- Frame the street and contribute to a sense of enclosure
- Provide visible ground floor activity through glazing and active uses where appropriate
- Incorporate entrances and lobbies that address the street
- Provide some level of weather protection to support walkability

Car parking and servicing should be located behind or within buildings, with access from secondary streets wherever possible to maintain a continuous building edge.

Urban Active Street Frontage

Urban Active Street Frontages represent the most activated environments within the precinct, typically located adjacent to key public spaces, nodes or high-activity streets.

Buildings are expected to:

- Support active ground floor uses such as retail, hospitality or collaborative spaces
- provide a high level of transparency and interaction with the public realm
- Accommodate outdoor trading or spill-out areas where appropriate
- Provide continuous weather protection and strong street definition

Building services should not be visible from the public realm, and vehicle access should be minimised and located on secondary frontages.

Public Access Way Frontage

Public Access Way Frontages support pedestrian movement and safety along secondary links and internal connections.

Buildings should:

- provide passive surveillance through windows, entries or active edges
- avoid blank walls and incorporate articulation and lighting
- support safe and legible pedestrian environments

Setbacks may be appropriate where they improve safety, visibility or amenity outcomes

Business Park Frontage

Business Park Frontages reflect the established campus character of the precinct, where buildings are set within landscaped settings.

Development should:

- maintain a park-like appearance with generous landscaping
- allow for car parking within the frontage, provided it is well-designed and landscaped
- provide clear pedestrian connections from the street to building entrances
- ensure buildings maintain surveillance to the street

Blank walls should be avoided, and landscaping should play a dominant role in defining the frontage.

Landscape Street Frontage

Landscape Street Frontages are located in areas of high landscape value, including key green corridors and areas with mature tree canopy.

These frontages prioritise:

- retention of existing mature trees and landscape character
- generous setbacks to reinforce green corridors
- integration of informal paths, seating and recreation areas
- opportunities for WSUD and stormwater treatment

Car parking is not supported within these frontages. Vehicle access should be provided from secondary streets where required.



Figure 62: Street Frontage Types

7.0 Implementation

7.1 Introduction

The Precinct Structure Plan (PSP) establishes a long-term framework to guide the evolution of Bentley Technology Park into a more connected, vibrant and innovative precinct.

Implementation of the PSP will require a coordinated approach involving the Town of Victoria Park, City of South Perth, State Government agencies, landowners, infrastructure providers and industry stakeholders.

A series of implementation actions have been identified to support delivery of the PSP vision and objectives. These actions are summarised in Table 26: Implementation Actions and reflect the key design themes and infrastructure requirements of the precinct.

7.2 Implementation Approach

The PSP is intended to be delivered progressively over time in response to redevelopment opportunities, infrastructure investment and market demand.

The implementation approach:

- supports staged and flexible delivery
- aligns public and private investment
- enables incremental redevelopment
- prioritises early catalyst projects and infrastructure upgrades

Many actions are interrelated and will require coordination across multiple stakeholders to ensure efficient and timely delivery (refer **Table 26**).

Implementation of the PSP will deliver a coordinated set of physical and spatial outcomes across the precinct. This includes the establishment of a network of public open spaces (POS 1-5), delivery of new internal roads and pedestrian connections, upgrades to key streets and corridors, and integration of supporting infrastructure and landscape systems.

These elements will be delivered progressively through a combination of public and private development, in accordance with the subdivision and development requirements set out in Part 1 of the PSP, and as illustrated in Figure 40: Subdivision and Amalgamation Plan, which identifies key land transfers, road connections and public access outcomes.

7.3 Implementation Actions Overview

The implementation actions identified in Table 26 are grouped into key matters that support the delivery of the PSP. These are summarised below.

The PSP identifies several actions that are recommended to be implemented by the Town of Victoria Park, City of South Perth, State Government, landowners and future developers to achieve the vision and objectives for the Precinct. These actions are outlined in **Table 26**.

Table 26: Implementation Actions Overview

Matter	Actions	Related Objectives	Lead Responsibility	In Consultation With	Priority
Streetscape and Public Realm Upgrades	Deliver a detailed plan for public realm upgrades to support Landscape Masterplan and vision for the Precinct.		City of South Perth Town of Victoria Park	Industry tenants	High
Transport and Movement Strategy	Deliver an integrated movement package: internal east-west links, safe crossings to Curtin, end-of-trip standards, bus stop/loop feasibility inside the Park, traffic calming at edges, and a coordinated parking management framework (pricing/time limits, shared parking).		City of South Perth Town of Victoria Park	MRWA PTA Curtin University DOT	High
Transport and Movement Strategy	Deliver an integrated movement package: internal east-west links, safe crossings to Curtin, end-of-trip standards, bus stop/loop feasibility inside the Park, traffic calming at edges, and a coordinated parking management framework (pricing/time limits, shared parking).		City of South Perth Town of Victoria Park	MRWA PTA Curtin University DOT	Medium - High
Mid-Tier or Rapid Transit Route and Stop	Deliver mid-tier transit line and construct station on Kent Street.		Public Transport Authority	ToVP CoSP DOT Curtin University	Low
Black Cockatoo Habitat	Complete Black Cockatoo Survey for development sites with significant vegetation removal.		Landowners	DBCA ToVP CoSP	Medium
Water Sensitive Urban Design	Apply recommendations in the design and delivery of public realm upgrades in accordance with the Landscape Masterplan and LWMS.		City of South Perth Town of Victoria Park	Landowners Dept. of Water	Medium
Drainage Upgrades	Engage with Water Corporation and DWER on opportunities to upgrade existing drainage infrastructure on corner of Kent Street and Hayman Road to support ongoing development within the Precinct, in addition to a new formalised drainage basin to the west of Dick Perry Avenue.		Town of Victoria Park City of South Perth	Water Corporation Dept. of Water	Medium
Servicing and Utilities Strategy	Support and incorporate smart infrastructure, renewable energy generation, and digital connectivity within the public realm and new development proposals.		City of South Perth Town of Victoria Park	Western Power Water Corporation	Medium
Funding & Contributions	Define funding pathway for public realm and enabling works through development contributions or cost-sharing methods.		State Government City of South Perth Town of Victoria Park		High
Bentley Technology Park Management Body	Coordinate and establish a governing management body to champion upgrades and development within the Precinct		Landowners		Low
Parking Management	Establish and maintain a mechanism to track the supply of parking in the Precinct and compliance with car parking caps.		City of South Perth Town of Victoria Park	Landowners / Operators	High

7.3.1 Streetscape and Public Realm Upgrades

Delivery of a coordinated program of public realm improvements is critical to establishing the identity, amenity and functionality of the precinct.

This includes implementation of the Landscape Masterplan and delivery of a network of public open spaces, including:

- POS 1 – Western Gateway, providing a landscaped entry, integrated drainage function and improved pedestrian connection to Hayman Road
- POS 2 – Western Heart, forming a key social and collaboration space within Technology Park West
- POS 3 – Public Square, supporting day-to-day activation, movement and local gathering
- POS 4 – Pine Grove Plaza, establishing a southern gateway and vibrant activity node
- POS 5 – Green Edge, providing a landscaped interface and buffer to surrounding residential areas

The location and extent of these public open space areas, together with associated land transfers, are illustrated in **Figure 63**.

These spaces will be delivered through subdivision and development, in accordance with the PSP requirements for public open space provision, with land transferred to local government where required.

Streetscape upgrades, including tree planting, pedestrian and cycle paths, lighting and public realm improvements, will reinforce connections between these spaces and support a cohesive landscape framework across the precinct consistent with the subdivision layout and movement network.

7.3.2 Transport and Movement Strategy

An integrated movement package is required to support improved connectivity and sustainable transport outcomes.

Key components include:

- delivery of internal east-west connections
- improved pedestrian and cyclist links
- safe crossings to Curtin University
- provision of end-of-trip facilities
- investigation of internal bus services or loops
- traffic calming at key locations
- coordinated parking management (including pricing, time limits and shared use)

The movement network, including new roads, pedestrian and cyclist connections, and areas of land to be transferred for access, is illustrated in **Figure 62**.

Implementation will also support delivery of new internal connections, including key east-west links and a series of pedestrian and cyclist corridors that improve permeability across the precinct. These include connections between Kent Street, Hayman Road and internal streets, as well as links through large landholdings to improve access to public open space and future transit infrastructure.

These connections will be delivered through subdivision and development, in accordance with the movement network and access requirements set out in **Part 1**.

New roads, including connections such as Road 3, will rationalise access arrangements, reduce reliance on existing crossovers and support improved development interfaces, including enabling delivery of adjacent public open space.

7.3.3 Mid-Tier or Rapid Transit Route and Stop

Provision for a future mid-tier or rapid transit route along Kent Street, including delivery of a station, is identified as a long-term initiative that will significantly improve accessibility to the precinct.

The PSP safeguards the corridor and supports integration with internal movement networks, ensuring future infrastructure can be accommodated through development in accordance with the PSP framework and **Part 1** provisions.

Future consideration of the proposal will be led by the Public Transport Authority in coordination with State and local government stakeholders.

7.3.4 Black Cockatoo Habitat

Where development involves significant vegetation removal, landowners will be required to undertake Black Cockatoo habitat surveys.

This ensures environmental values are appropriately identified and managed in consultation with DBCA and relevant authorities.

7.3.5 Water Sensitive Urban Design

WSUD measures are to be integrated into public realm upgrades and development in accordance with the landscape vision and the LWMS.

These measures are to be incorporated into subdivision and development in accordance with the relevant infrastructure and landscape requirements set out in **Part 1**, supporting stormwater management, landscape performance and long-term environmental resilience.

These measures will be led by local governments in collaboration with landowners and the DWER.

7.3.6 Drainage Upgrades

Upgrades to drainage infrastructure are required to support ongoing development within the precinct, including improvements at the Kent Street and Hayman Road interface and delivery of a new formalised drainage basin west of Dick Perry Avenue.

These upgrades are closely aligned with the public open space network, enabling drainage infrastructure to be integrated within landscape areas and contributing to both functional and amenity outcomes.

The integration of drainage infrastructure with public open space and landform outcomes is supported through the subdivision framework illustrated in **Figure 62**.

7.3.7 Servicing and Utilities Strategy

Future development and public realm works are to incorporate:

- Smart infrastructure
- Renewable energy systems
- Enhanced digital connectivity

These elements are to be integrated through development, consistent with the servicing and infrastructure expectations of the PSP.

7.3.8 Funding and Contributions

A coordinated funding pathway is required to deliver public realm and enabling infrastructure works.

- This may include:
- development contributions
- cost-sharing arrangements between stakeholders
- State Government funding mechanisms

These approaches will ensure that infrastructure delivery aligns with redevelopment and is equitably distributed across beneficiaries. The extent and location of land required for public infrastructure and open space, as illustrated in Figure 40, will inform the apportionment of costs and contributions.

7.3.9 Bentley Technology Park Management Body

Establishment of a precinct-level management body is recommended to coordinate implementation, champion upgrades and support ongoing development within the precinct.

This body would play a key role in aligning stakeholders, facilitating investment and supporting activation and long-term management.

7.3.10 Parking Management

A coordinated parking management approach is required to:

- monitor parking supply
- ensure compliance with parking caps
- support shared parking arrangements
- reduce reliance on surface parking over time

Parking provision and management will be implemented in accordance with the parking requirements and design provisions set out in Part 1, supporting a gradual transition away from extensive surface parking toward more productive uses, including development, public open space and landscape improvements.

Local governments will lead this initiative in collaboration with landowners and operators.

7.4 Servicing, Infrastructure and Sustainability

7.4.1 Servicing and Utilities

Bentley Technology Park is largely serviced by existing infrastructure networks. The Engineering Servicing Report (refer Appendix E) indicates that while current capacity can support initial redevelopment, network capacity is expected to tighten over time, requiring staged upgrades as the precinct intensifies.

Future servicing infrastructure will be delivered progressively in response to subdivision and development, and coordinated with relevant service providers to ensure capacity and performance requirements are met.

New and upgraded infrastructure is to be carefully integrated within the precinct to minimise impacts on public realm quality and development outcomes. Services are to be located within verge areas and defined service corridors, designed to accommodate underground utilities, street trees and Water Sensitive Urban Design (WSUD) elements without compromising pedestrian amenity or spatial enclosure.

Within public open space areas, any required infrastructure is to be sensitively located and integrated with landscape design to ensure that key gathering spaces, movement paths and active frontages remain unobstructed.

All servicing works are to be delivered in accordance with the subdivision and development requirements of the PSP (Part 1), and coordinated with the broader public realm and movement framework.

7.4.2 Stormwater and Groundwater Management

Stormwater and groundwater within the precinct will be managed in accordance with the approved Local Water Management Strategy (LWMS) (refer Appendix B), adopting an integrated water cycle management approach consistent with best-practice WSUD principles.

The LWMS confirms that stormwater and groundwater management objectives can be accommodated within the PSP spatial framework, including integration with streets, public open space and landscape systems.

Stormwater Management

The stormwater management approach seeks to replicate pre-development hydrology by prioritising retention, infiltration and treatment at or near the source.

Key measures include:

- on-site retention of runoff within private lots up to major storm events
- treatment of road runoff (first flush) prior to discharge
- integration of WSUD measures such as soak wells, tree pits and bio-retention systems

These measures will be incorporated into subdivision and development in accordance with the PSP, contributing to both hydrological performance and enhanced public realm outcomes.

Groundwater Management

Groundwater considerations have informed the PSP's spatial layout and levels strategy to ensure appropriate separation between drainage infrastructure and seasonal groundwater levels.

An infiltrate-at-source approach, combined with non-structural water quality measures, will support groundwater protection and long-term system performance. These measures will be refined at subdivision and development stages.

7.4.3 Energy and Infrastructure

The PSP supports a transition toward a low-carbon and resilient energy system, informed by the Engineering Servicing Report (**Appendix D**) and Sustainability Strategy (**Appendix F**).

Existing electricity infrastructure is capable of supporting redevelopment with targeted upgrades over time.

The PSP promotes:

- Climate-responsive street and building orientation
- All-electric buildings
- Rooftop solar PV and battery storage
- Investigation of precinct-scale energy systems (e.g. embedded networks or micro-grids)

These initiatives will be implemented progressively through development and infrastructure planning, supporting long-term energy efficiency and resilience.

7.4.4 Water Efficiency and Conservation

Water conservation is guided by the LWMS and Sustainability Strategy, promoting a fit-for-purpose approach to water use across the precinct.

The PSP encourages reduced reliance on potable water through the use of alternative water sources, including potential groundwater for irrigation (subject to approvals).

Water efficiency measures include:

- Waterwise landscape design
- Drought-tolerant planting
- Hydrozoning
- Smart irrigation systems
- Efficient building fixtures

These measures will be incorporated into subdivision and development, contributing to a resilient and resource-efficient precinct.

7.4.5 Sustainability Performance

The PSP embeds sustainability as a core component of precinct development, supported by the Sustainability Strategy (**Appendix F**).

The precinct aims to achieve:

- Minimum 5 Star Green Star Communities rating (or equivalent)
- Progression toward the Green Star Climate Positive Pathway
- Future development is expected to demonstrate measurable performance across:
 - Energy efficiency
 - Water use
 - Embodied carbon
 - Materials and waste
 - Urban ecology

These outcomes are supported through the PSP's urban structure, movement, public realm and built form frameworks, and are to be implemented through development in accordance with **Part 1** requirements.

7.5 Roles and Responsibilities

Implementation of the PSP will be shared across multiple stakeholders:

City of South Perth and Town of Victoria Park

Lead planning implementation, public realm delivery, movement initiatives and parking management.

State Government Agencies (MRWA, PTA, DOT, DWER, DBCA, Water Corporation)

Support delivery of transport, infrastructure and environmental outcomes.

Landowners and Developers

Deliver development in accordance with the PSP, including subdivision, built form and infrastructure outcomes required under **Part 1**.

Curtin University and Industry Stakeholders

Support collaboration, activation and precinct development.

7.6 Staging and Priorities

Implementation actions are assigned priorities within **Table 26** to guide delivery:

- **High Priority** - Early enabling works and initiatives critical to establishing precinct function and identity.
- **Medium Priority** - Supporting infrastructure and environmental measures aligned with redevelopment.
- **Low Priority** - Longer-term initiatives linked to broader strategic investment (e.g. transit).

This prioritisation supports a logical and achievable delivery pathway. Many outcomes will be delivered through subdivision and development, where infrastructure, public open space and connections are provided in accordance with the requirements of the PSP. The sequencing of these outcomes will be influenced by redevelopment patterns and land assembly opportunities, as reflected in the subdivision framework illustrated in **Figure 63**.

7.7 Monitoring and Review

Ongoing monitoring of implementation actions will be required to ensure the PSP remains effective and responsive (refer **Table 26**).

Local governments, in collaboration with stakeholders, should:

- Track progress of implementation actions
- Coordinate delivery across agencies
- Review priorities as development occurs

This approach ensures the PSP remains adaptable and continues to support the long-term evolution of Bentley Technology Park as a leading innovation precinct.

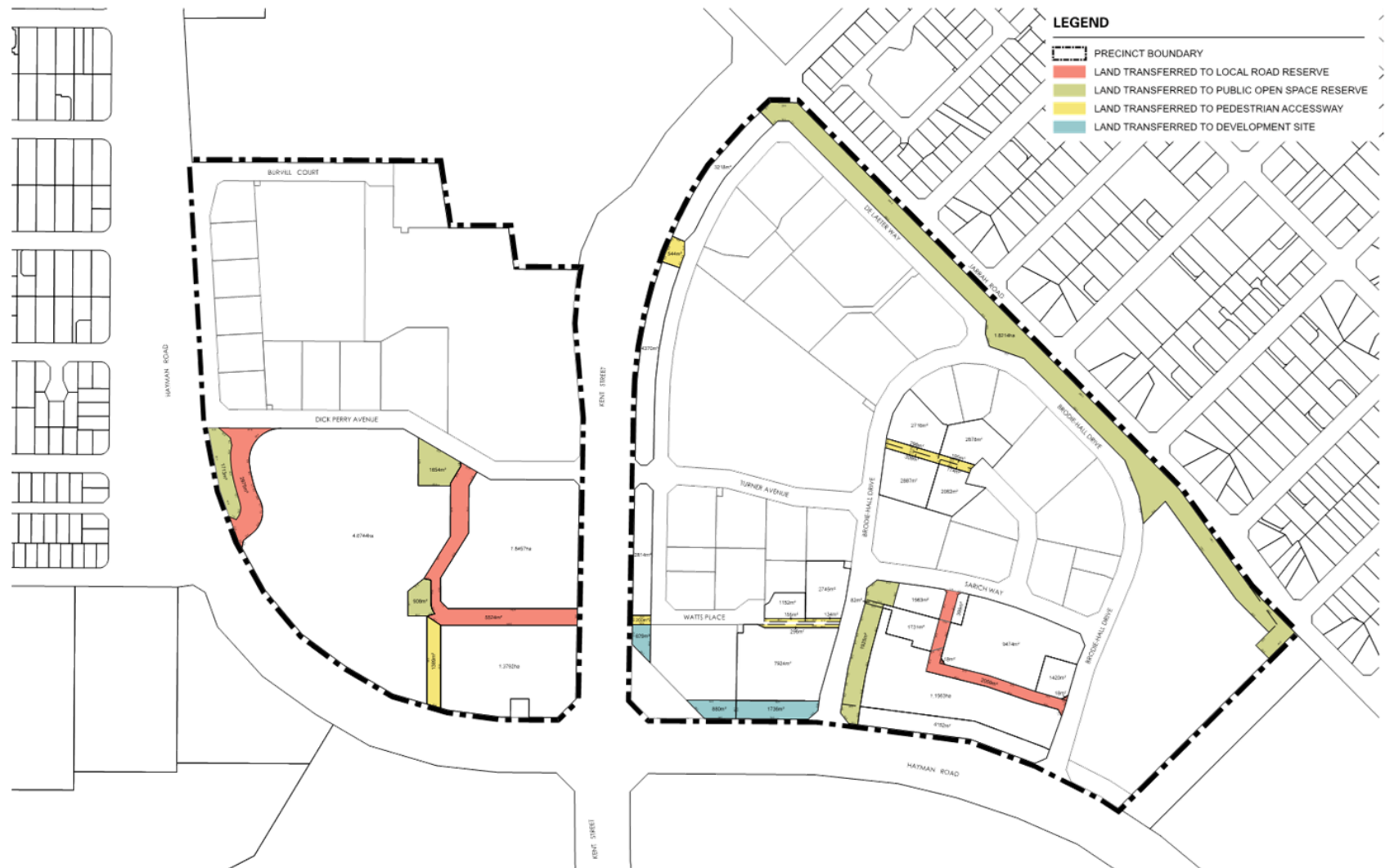


Figure 63: Subdivision and Amalgamation Plan

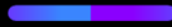
Appendix A

Needs Assessment



Appendix B

Environmental Assessment Report



Appendix C

Local Water Management Strategy



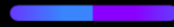
Appendix D

Engineering Servicing Report



Appendix E

Transport Impact Assessment



Appendix F

Sustainability Strategy



Schedule of Modifications

Bentley Technology Park - Precinct Structure Plan (draft)

Mod #	Reference	Modified Provisions	Reason
Structure Plan Map			
1	Plan 1A, p28	1. Modify Plan 1A to alter the alignment of proposed Road 2 so that a new intersection with Kent Street is not created. 2. Update other associated plans, figures, and development outcomes accordingly in response to Recommendation 1.	1. Kent Street is a District Distributor Road and new points of access are not preferred.
2	Plan 1A, p28	1. Modify the proposed lot layout in Plan 1A to appropriately ensure that key natural features on site are reasonably able to be accommodated as part of the lot development. 2. Update other associated plans, figures, and development outcomes accordingly in response to Recommendation 1.	1. The proposed new lot designs in Sub-Precinct 2 will result in lots which cannot be reasonably developed without extensive removal of the existing pine tree network.
3	Plan 1A, p28	1. Modify Plan 1A to create an additional POS space in the south-eastern section of Sub-Precinct 2 (corner of Hayman Road and Kent Street). 2. Update other associated plans, figures, and development outcomes accordingly in response to Recommendation 1.	1. The area adjoining the south-east corner of Sub-Precinct 2 contains a high volume of mature pine trees and should be retained as a natural landscape, ensuring the green links within the precinct are supported.
Part One			

4	3.4 Subdivision Requirements, p30 - 31	1. Provide additional subdivision requirements in section 3.4 to ensure trees are considered as a key factor in the design of new lots. 2. Strengthen provisions relating to the coordination and development of public infrastructure upgrades in section 3.4.	1. The existing provisions are not adequate to ensure the retention of the existing mature trees are prioritised as part of subdivision design. 2. The existing provisions do not adequately coordinate how future public infrastructure upgrades are to be conducted, coordinated or paid for. This need to be properly considered to ensure upgrades are consistent and synchronised as to reduce ad-hoc upgrades.
5	3.6 Sub-Precinct Primary Controls, p32 - 38	1. Provide additional guidance on how the Dolphin Dreaming (Kuru Kuru) Trail is to be considered or incorporated into built form, public art, public realm design and POS design where relevant in section 3.6. 2. Embed provisions within section 3.6 to ensure that the areas designated for POS are appropriately protected, until such time as they are developed.	1. The current proposal mentioned the Dolphin Dreaming (Kuru Kuru) Trail several times but does not provide guidance on how this should be implemented or achieved within built form design, POS or the public realm. 2. Areas proposed for POS, ceding or public realm upgrades should be safeguarded to ensure early development do not preclude or undermine later precinct-wide objectives.
6	3.7 General Development Requirements, p40 - 57	1. Section 3.7 is modified so that provisions relating to the retention of trees is strengthened. 2. Sections 3.7 is modified to include greater guidance for the future replacement of the ageing tree network. 3. Amend Section 3.7 to include additional provisions considering ventilation and street wind impacts as part of built form design.	1. The existing provisions are not adequate to ensure the retention of the existing mature trees are prioritised as part of development design. 2. The existing pine tree network may be reaching its end of life within the next 20 years (estimated). It is important to ensure all new development considers how these trees are to be replaced and planned for to ensure the existing green link through the precinct is supported and enhanced with appropriate flora for the fauna and soil type.

			3. The draft PSP does not provide guidance on how built form design will consider aspects such as internal ventilation, site ventilation or wind impact at street level. This is important considering the potential large size and height of future development. This is particularly important for the mixed-use sites along new Road 2 and for the taller 'landmark' sites.
7	3.7.5 Landmark and Prominent Building Feature Locations	1. Section 3.7.5 is amended to provide additional guidance on urban greening within the built form, including aspects such as wall planting or rooftop gardens.	1. Given the likely built form resulting from the land uses (research hubs, data centres, etc.), which will have a large footprint and may contain blank walls with little articulation, guidance and consideration of greening within the built form should be implemented. This will help reduce the urban heat island affect and improve streetscape appeal within the precinct
8	3.7.7.2 POS 2 – Western Heart Indicative Design Concept	1. The depicted concept POS plan in 3.7.7.2 is amended to align with the size and location of the POS as noted in the wider PSP Plans and Maps, such as Plan 1A. 2. The POS design in 3.7.7.2 is amended to align with the purpose of POS 2 as described in the intent section.	1. The depicted concept POS plan in 3.7.7.2 does not align with the location and size as noted in Plan 1A. The POS as depicted in Plan 1A is located to the west of the Dick Perry Ave and New Road 2 intersection. The POS concept design as noted in 3.7.7.2 contains the intersection and portions east of the intersection. In addition, the concept design is notably much smaller than indicated in the wider plan. 2. In the intent section POS 2 is described as a 'vibrant people focused setting', 'the social heart', 'flexible' and 'a central plaza'. The proposed design and location do not align

			with this description. The POS design is primarily made up of a T-road-intersection and the associated road infrastructure, with some landscaped open space added to either side.
Part Two			
9	Part 2	1. Part 2 is amended to include the comments and recommendations from DCCEEW following referral in line with the EPBC Act. All comments and recommended actions received are to be incorporated within the draft PSP where relevant.	1. The built-form provisions within the draft PSP may enable the clearing of high-quality foraging habitats of 1 ha or more and thus required referral in line with the EPBC Act.
10	Table 13: Summary of Local Heritage Sites, p125	1. Amend the first row of Table 13 to include the correct details in line with the City of South Perth's Local Heritage Survey. The information should include two (2) entries as follows: Entry 1: - Heritage Site: Collier Pine Plantation (fmr) - Place No: 20 (Inherit 4820) - Location: Various suburbs (Kensington, Karawara, Como) - Heritage Listing: Not listed - Management Category: Category 3 - Details: See details of relevant entry in City of South Perth Local Heritage Survey Entry 2: - Heritage Site: Forests Department Headquarters (fmr) - Place No: 16 (inherit 2402) - Location: 17 Dick Perry Ave, Kensington - Heritage Listing: Not listed	1. The information as noted in Table 13 is outdated and incorrect. The information should be updated in line with the City's most recent version of the Local Heritage Survey (2025).

		• Management Category: Category 4 • Details: See details of relevant entry in City of South Perth Local Heritage Survey	
11	Table 18: Key CoSP Local Planning Policies, p147	1) Remove reference to Local Planning Policy 8.1 – Heritage Conservation and Development in table 18.	1) LPP 8.1 is not relevant to the precinct as no heritage listed sites are located within the boundaries of the precinct.
12	Table 26: Implementation Actions Overview, p241	1. Remove the ‘Streetscape and Public Realm Upgrades’ Action from Table 26.	1. Implementation Actions Overview include a requirement for the City to develop a Streetscape and Public Realm Upgrades plan. The City does not support the inclusion of this action into the Draft PSP. The City’s Urban Greening Strategy informs how the City manages its green spaces and public realm, including street trees. The City will continue to implement its Urban Greening Strategy in accordance with its Council adopted position.
13	Table 26: Implementation Actions Overview, p241	1) Remove ‘Transport and Movement Strategy’ Action from Table 26	1) The City has an adopted Parking Strategy (currently under review) which addresses coordinated parking management throughout the City. 2) The City is best placed to address parking in the public realm through its own adopted strategies. 3) Any infrastructure upgrades to the local road network will be considered by the City in response to increased development and movement throughout the precinct, and after the establishment of any new proposed roads stemming from future development. 4) The action has been duplicated in Table 26 erroneously.

14	Table 26: Implementation Actions Overview, p241	1) Remove 'Parking Management' Action from Table 26	1) The City has an adopted Parking Strategy (currently under review) which addresses coordinated parking management throughout the City. 2) The City is best placed to address parking in the public realm through its own adopted strategies.
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Planning Assessment: Bentley Technology Park Precinct Structure Plan

Background

The following assessment is undertaken pursuant to the *State Planning Policy 7.2 – Precinct Design Guidelines* (SPP 7.2 Guidelines) and provides a comprehensive planning review of the Draft Bentley Technology Park Precinct Structure Plan (Draft PSP). The SPP 7.2 Guidelines set out six Elements, each with associated considerations and objectives.

How to read this assessment

Each Element is assessed under its associated section. The first table provides information on the objectives and considerations under each Element. Columns three and four provide information from the Draft PSP, which seeks to meet the associated consideration, as well as a colour coding demonstrating whether or not the Draft PSP appropriately meets each consideration. If a consideration is coloured green, the City considers it appropriately addressed by the Draft PSP. Considerations coloured orange are considered to require modifications to address the subject consideration better.

The second table under each Element provides a summary of each consideration and the specific modifications requested by the City, so that the Draft PSP better meets the SPP 7.2 Guidelines. Each modification listed under each Element is included in the City's Schedule of Modifications document, which outlines each relevant consideration as the reason for requesting the change.

Bentley Tech Park PSP: SPP 7.2 Assessment

Element 1 – Urban Ecology

Assessment against considerations

Element Objectives	Considerations	✓	Comment
O1.1 To protect, enhance and respond to the ecological systems of the precinct.	C1.1.1 Identify and respond to the topography and landscape of the precinct and its surrounding area.		- Urban Ecology forms the foundational layer, establishing the landscape, environmental and ecological systems that underpin the precinct's identity and long-term performance. (Page 168) - The PSP notes that the precinct's natural landform, including its gradual southward slope, plays an important role in shaping its landscape character, drainage patterns, and development structure. (Page 174) - It proposes a design framework that promotes a landscape-led approach to development, where new built form responds to natural conditions and contributes to broader ecological outcomes. Key directions include: <i>responding to natural topography and minimising major earthworks.</i> <i>retaining and enhancing mature canopy to support urban cooling.</i> <i>incorporating climate-responsive planting suited to local conditions.</i> <i>integrating water-sensitive urban design, including rain gardens, infiltration systems and bio-retention areas.</i>
	C1.1.2 Identify opportunities to develop and/or enhance the extent, connectivity and quality of the green network.		- Bentley Technology Park is characterised by an established landscape framework comprising mature tree canopy, landscape corridors and areas of remnant vegetation. Pg 173. - The PSP states that the established landscape corridors along Kent Street, Hayman Road, Jarrah Road, and key internal streets, together with remnants of the historic pine plantation, can provide a strong foundation for a connected ecological network. Page 173. - The proposed design framework seeks to strengthen corridors by: - reinforcing east-west and north-south connections. - linking landscape corridors with POS and streets. - extending the canopy through additional planting across public and private land. - The proposed design approach includes the following: - retain significant trees where feasible. - strengthen canopy corridors with additional planting. - integrate landscape within streets, setbacks, and public spaces. - contribute to a continuous and connected green network. - Vegetation removal should be followed by replacement planting. - Public realm design page 176, includes 'green link' and 'streetscape' responses that seek to: - strengthen green links across the precinct to connect open spaces, streets and landscape corridors. - Upgrade streetscapes with improved landscaping, footpaths and cycling infrastructure to enhance walkability and precinct identity. - Public Open Space objectives contained in the 'General Development Requirement' page 48, include designing POS to enhance green links and retain existing healthy trees, the precinct's landscape character.

Bentley Tech Park PSP: SPP 7.2 Assessment

Element Objectives	Considerations	✓	Comment
			Sub-precinct primary controls have landscaping requirements (width and depth of a landscaping strip) for front boundaries for 'Landscape' and 'Business Park'.
	C1.1.3 Consider the total water cycle and how any proposed management responds to the hydrological system, the site and its development context.		- The PSP includes a Local Water Management Strategy (LWMS) prepared by Emerge Associates, 2025. - This addresses stormwater and groundwater management by adopting an integrated water cycle management approach consistent with best-practice WSUD principles. Refer Appendix B.
	C1.1.4 Identify opportunities to support habitat protection and enhancement in the precinct.		- The PSP includes an Environmental Assessment Report prepared by RPS Group, 2025. - Approximately 16.5 ha of scattered trees within the site may provide potential habitat for black cockatoo species, which are protected under the <i>Biodiversity Conservation Act 2016</i> (BC Act) and <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act): figure 15, page 123. - A targeted black cockatoo habitat assessment was undertaken for a portion of the PSP on 22 August 2024, concluding: a) Presence of approximately 1.48 ha of high-quality black cockatoo foraging habitat. High score of 10. b) Absence of potential breeding trees over 300 DBH. c) Trees have the potential to provide roosting habitat. - As the survey area did not encompass the entire PSP, further investigation and/or an EPBC Act referral would be required to address potential impacts on black cockatoo habitat within the structure plan area, such as clearing equal to or greater than 1 ha. - The Implementation Actions Overview includes a Black Cockatoo Habitat Survey being undertaken for development sites with significant vegetation removal.
O1.2 To enhance sense of place by recognising and responding to Aboriginal, cultural and built heritage.	C1.2.1 Acknowledge and incorporate local Aboriginal knowledge, concepts and stories of place		- There are no registered Aboriginal places in the PSP at this time. - European heritage sites include Place No. 16 (Inherit No. 4824), Department of Conservation and Land Management Complex (formerly known as the Forests Department Headquarters, Level D). - Identifies the need to comply with the City's planning framework. - The <i>Greater Curtin Master Plan (2024)</i> recognises and provides a design response to the <i>Dolphin Dreaming (Kuru Kuru) Trail</i>, which runs from Salter Point in the south-west to Clontarf Aboriginal College to the south (figure 16, page 124). - PSP proposes to integrate Aboriginal cultural values, including the Dolphin Dreaming (Kuru Kuru) Trail.
	C1.2.2 Consider and integrate the cultural heritage of the area into the precinct design.		- Objective to integrate Aboriginal cultural values, including the Dolphin Dreaming (Kuru Kuru) Trail, into the public realm and landscaping through planting, materials and interpretive elements that reinforce cultural identity, recognise history and strengthen sense of place. Pages 124, 170. - Preference for retaining existing pine trees is tied to the site's historical use as a pine plantation during the early to mid-20th century.
	C1.2.3 Identify and incorporate unique built features, including built		Objectives to retain and showcase landmark trees (pines) in the POS Public Realm (Western Gateway, Western Heart, Public Square POS).

Bentley Tech Park PSP: SPP 7.2 Assessment

Element Objectives	Considerations	✓	Comment
	heritage, into precinct design.		- Built form requirements seek to respond to the site's topography and integrate with the existing landscape character, including the prominence and scale of the landmark pine trees. Page 221. - Identifies landmark locations to reinforce arrival points, support wayfinding and encourage activation. Page 192, 195. - Identifies landmark buildings at major intersections, gateway points, and key activity areas to support Precinct identity and wayfinding.
O1.3 To reduce the environmental and climate change impacts of the precinct development	C1.3.1 Identify opportunities to retain existing trees and enhance the tree canopy through new planting.		- Current tree canopy cover is 35%. Page 155. - Objectives to ensure new development integrates with the natural landscape, complements the existing tree canopy, and supports the ongoing enhancement of established green links. Page 18. Page 172, Page 177. - The design framework, through setback and massing controls, promotes the integration of landscaping and tree retention, allowing it where feasible. Page 225, 233. - Green corridors offer an opportunity to retain trees.
	C1.3.2 Consider the influence of the precinct design on energy demand and review the potential for precinct-scale energy generation, distribution and storage.		- Identifies precinct-wide renewable energy generation and storage as a key development priority. Page 113. - Identifies Pawsey as exploring renewable energy generation and storage, and would support a community battery or precinct-wide coordinated power system. Page 105. - Land-use requirements encourage emerging sectors, including alternative energy. Page 215, 218. - Energy efficiency is encouraged in 6.6.7 Sustainability and Environmental Performance. Page 236. - The Implementation Actions Overview includes the need for the City to support and install smart infrastructure, renewable energy generation, and digital connectivity within the public realm. Page 241.
	C1.3.3 Prioritise consideration of waste management at the relevant scale in line with low-waste, circular economy objectives.		- Notes the City's Local Planning Policy 3.1 – Waste Management will apply to all development within the site. - Part 2 of the draft PSP includes considerations for waste, sustainability, and emissions management, such as in 2.4.4 (p113).
	C1.3.4 Promote water conservation including water reuse and recycling.		- The PSP includes a Local Water Management Strategy (LWMS) prepared by Emerge Associates, 2025. - This addresses stormwater and groundwater management by adopting an integrated water cycle management approach consistent with best-practice WSUD principles. Refer Appendix B.
	C1.3.5 Evaluate the performance of precinct development proposals against leading Australian sustainability performance standards.		- Energy efficiency is encouraged in 6.6.7 Sustainability and Environmental Performance. Page 236. 7.4.5 on page 246 - The PSP seeks to achieve the following Sustainability Strategy (Appendix F) outcomes through the PSP's urban structure, movement, public realm and built form frameworks, implemented through development in accordance with Part 1 requirements. - Minimum 5 Star Green Star Communities rating (or equivalent) - Progression toward the Green Star Climate Positive Pathway - Future development is expected to demonstrate measurable performance across:

Bentley Tech Park PSP: SPP 7.2 Assessment

Element Objectives	Considerations	✓	Comment
			- Energy efficiency - Water use - Embodied carbon, materials, and waste - Urban ecology

City Response and Recommendation

Consideration	Response	Recommendation
C1.1.1 Identify and respond to the topography and landscape of the precinct and its surrounding area.	- Height objectives contained in the 'General Development Requirement' page 40, seek to respond to topography and landscape characteristics and the existing tree network. - Setback objectives contained in the 'General Development Requirement' page 40-41, seek to enable tree retention and additional deep soil tree planting opportunities. - While the high-level objectives in the Draft PSP prioritise existing trees, the specific development outcomes in Part 1 do not place strong emphasis on the importance of tree retention.	1. Section 3.7.6 contained within Part 1 is modified so that provisions relating to the retention of trees are strengthened as a development consideration.
C1.1.2 Identify opportunities to develop and/or enhance the extent, connectivity and quality of the green network.	- The City's Urban Greening Strategy informs how the City manages its green spaces and public realm, including street trees. - The City will continue to implement its Urban Greening Strategy in accordance with its Council-adopted position. - The proposed landscaping, street setback, planting, POS, and general objectives of the draft PSP adequately provide an acceptable response to C1.2.2.	N/A
C1.1.3 Consider the total water cycle and how any proposed management responds to the hydrological system, the site and its development context.	- The LWMS confirms that stormwater and groundwater management objectives can be accommodated within the PSP spatial framework, including integration with streets, public open space and landscape systems. - Onsite water conservation within buildings is addressed for new development via the requirements of the National Construction Code. - The PSP provides an acceptable response to C1.1.3.	N/A
C1.1.4 Identify opportunities to support habitat protection and enhancement in the precinct.	- The City supports further Black Cockatoo Surveys being undertaken for development sites with significant vegetation removal by landowners. - It is the City's position that a referral and assessment under the <i>Environmental Protection and Biodiversity Conservation Act (1999)</i> (EPBC Act) is required, as there is no evidence that this assessment has previously been undertaken.	1. Requests that an EPBC Act referral is required before formal adoption of the Draft PSP, as built-form provisions may enable the clearing of high-quality foraging habitats of 1 ha or more.
C1.2.1 Acknowledge and incorporate local Aboriginal knowledge, concepts and stories of place	No detail of the plan to integrate Aboriginal cultural values, including the Dolphin Dreaming (Kuru Kuru) Trail, is included in the POS design pages 49-51 or the remaining public realm.	1. Provide additional guidance on how the Dolphin Dreaming (Kuru Kuru) Trail is to be incorporated into built form, public art, public realm design, POS design, etc.
C1.2.2 Consider and integrate the cultural	No detail of the plan to integrate Aboriginal cultural values, including the Dolphin Dreaming (Kuru Kuru) Trail, is included in the POS design pages 49-51 or the remaining public realm.	1. Provide additional guidance on how the Dolphin Dreaming (Kuru

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Consideration	Response	Recommendation
heritage of the area into the precinct design.		Kuru) Trail is to be incorporated into built form, public art, public realm design, POS design, etc.
C1.2.3 Identify and incorporate unique built features, including built heritage, into precinct design.	The PSP provides an acceptable response to C1.2.3.	N/A
C1.3.1 Identify opportunities to retain existing trees and enhance the tree canopy through new planting.	- The proposed guiding provisions and preliminary street and POS designs are generally supported; provisions relating to mature tree retention should be strengthened. - The existing pine tree network is reaching the end of its life in the next 10-20 years. The draft PSP lacks clear guidance for a well-planned ecological succession strategy.	- Sections 3.7.7, 3.7.8, and 3.7.9 contained within Part 1 are modified so that provisions relating to the retention of trees are strengthened. - Sections 3.7.7, 3.7.8, and 3.7.9 contained within Part 1 are modified to include guidance on the replacement of the ageing tree network.
C1.3.2 Consider the influence of the precinct design on energy demand and review the potential for precinct scale energy generation, distribution and storage.	The PSP provides an acceptable response to C1.3.2.	N/A
C1.3.3 Prioritise consideration of waste management at the relevant scale in line with low-waste, circular economy objectives.	- The draft PSP has considered waste and sustainability, which has informed it. - Standard waste and sustainability requirements will be in place in accordance with Local planning requirements and building, waste, engineering and infrastructure standards, to the satisfaction of the City of South Perth. - The PSP provides an acceptable response to C1.3.3	N/A
C1.3.4 Promote water conservation including water reuse and recycling.	- Onsite water conservation within buildings is addressed for new development via the requirements of the National Construction Code. - The PSP provides an acceptable response to C1.3.4.	N/A
C1.3.5 Evaluate the performance of precinct development proposals against leading Australian sustainability performance standards.	- The National Construction Code includes requirements for ecologically sustainable design. - The PSP provides an acceptable response to C1.3.5	N/A

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Element 2 – Urban Structure

Assessment against Considerations

Element Objectives	Considerations	✓	Comment
O2.1 To ensure the pattern of blocks, streets, buildings and open space responds and contributes to a distinct, legible precinct character.	C2.1.1 Design the urban structure in response to the existing or intended future precinct character.		- The Draft PSP has considered the existing urban structure and proposed a range of changes, most notably in the southern lot owned by DBCA. This includes a proposed new road that would dissect the parent lot in two, with key land uses and development oriented around the proposed intersection of Dick Perry Avenue and Road 2. - Existing large land parcels and a limited street network heavily constrain the site. New connections are required to achieve a more permeable urban structure; however, this must be balanced with minimum lot sizes, given that the proposed land uses require large landholdings.
	C2.1.2 Create blocks and lots of the appropriate size, proportion and orientation to support the intended character and functions of the precinct.		- The Draft PSP retains the existing lot layout for sub-precinct 1 and proposes, through the development of Road 2 and the pedestrian accessway, a minimum of three lots to be created from the parent lot in sub-precinct 2 (Figure 63). - Subdivision requirements are set out in Section 3.4 and require that any proposed subdivision result in lots capable of meeting the functions of the land and the activities proposed to be carried out on it.
	C2.1.3 Identify existing key landmarks to create view corridors and highlight destinations and focal points within the urban structure.		- There are no key landmarks at the site; however, the existing built form provides visual interest and aligns with the broader 'campus' intent of Bentley Tech Park. - The built form provisions seek to establish new landmark sites in appropriately located areas throughout the PSP area.
O2.2 To promote an urban structure that supports accessibility and connectivity within and outside the precinct.	C2.2.1 Design a legible, interconnected and functional urban structure that supports ease of movement to and through the precinct.		- The site is heavily constrained by existing development. Significantly altering the existing urban structure is considered unnecessary. - While a grid network is desirable, the nature of the PSP area is to serve large-format land uses that require large frontages and lot areas for appropriate access.
	C2.2.2 Develop an urban structure that gives priority to safe walking and cycling, with a focus on achieving 400m and 800m walkable catchments around nodes of activity and public transport hubs.		- The proposed road connections may improve vehicle permeability within the precinct; however, they do little to address the area's existing active transport deficiencies. - The most significant transport constraint currently affecting the precinct is the lack of safe and convenient pedestrian, cycling and public transport access. - Investment in active transport infrastructure is therefore likely to provide greater community benefit than additional road connections that serve relatively low traffic volumes.
	C2.2.3 Identify opportunities to create new or enhance existing connections to and through the precinct.		- Sub Precinct 2 includes two proposed roads and a new pedestrian connection to Hayman Road. - The connections will be delivered as part of any future development on the sub-precinct 2 lot. - Proposed Road 1 seeks to make use of an existing roundabout intersection to provide an alternative entry/exit to the PSP area. - Proposed Road 2 seeks to create a new intersection on Kent Street, which terminates on Dick Perry Avenue.

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Element Objectives	Considerations	✓	Comment
			The proposed pedestrian access way seeks to connect proposed Road 2 with Hayman Road, where a bus stop is located.
O2.3 To ensure the urban structure supports the built form, public realm and activity intended for the precinct.	C2.3.1 Provide block configurations that support the function and amenity of the precinct.		- The Draft PSP retains the existing lot layout for sub-precinct 1 and proposes, through the development of Road 2 and the pedestrian accessway, a minimum of three lots to be created from the parent lot in sub-precinct 2 (Figure 63). - Subdivision requirements are set out in Section 3.4 and outline the need to ensure that any proposed subdivision results in lots capable of meeting the functions of the land and the activities proposed to be carried out on it.
	C2.3.2 Design lots (size and configuration) that can support intended retail, commercial and mixed use development.		Same as above, little consideration since lots have not been created, but there is scope for lots to accommodate retail and commercial uses that are preferred land uses.
	C2.3.3 Design lot layouts to respond to local climate, topography and existing natural features, while supporting intended built form.		- The lot layout is highly constrained by the existing road network and development on site. - The current lot layout and subdivision requirements outlined in Part 1 enable the large-format uses typified by this specialised centre to be supported.
	C2.3.4 Design an urban structure that can accommodate lots for large format uses outside the precinct core where desired.		- The PSP does not explicitly map or zone discrete lots outside the precinct core for large-format uses. - The accommodation of such uses relies on the flexibility of planning controls and the discretion of decision-makers at the subdivision and development stage, rather than a prescriptive spatial allocation.
	C2.3.5 Create an urban structure that contributes to the development of accessible, safe and well located public spaces.		- Whilst there are no proposed public spaces in sub-precinct 1, sub-precinct 2 proposes three separate areas of public open space (POS). The three POS sites are distributed across sub-precinct 2 to afford a high level of walkable accessibility throughout the sub-precinct. - The proposed POS spaces are located within a 400-metre catchment of sub-precincts 1 and 2. - The proposed POS areas are co-located with key pedestrian and cycling routes and are leveraged by proposed 'traffic calmed shared spaces'. If the above is implemented as planned, all three POS sites will be highly accessible. - Two of the proposed POS sites are located adjacent to sites that may be developed in the future. The Draft PSP has established frontage types (Urban and Urban Active) that require development to have clear glazing (50% and 80% of the frontage, respectively), with parking areas to be sleeved behind the primary frontage.
O2.4 To ensure an adaptable urban structure that can respond to and facilitate change within a precinct.	C2.4.1 Develop a street block pattern that can accommodate change over time.		- The existing street block pattern is not proposed to undergo significant changes. Proposed Roads 1 and 2 within sub-precinct 2 set out a potential new road and block pattern for the sub-precinct. - The proposed roads, if developed, would normalise the layout of sub-precinct 2, which is currently one irregularly shaped parent lot.
	C2.4.2 Identify long-term strategic opportunity/catalyst sites and detail how they are to be protected from under-development.		Catalyst sites (or landmark sites) have been identified within the Draft PSP. They are proposed to allow for greater bulk and scale of the surrounding PSP area.

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Element Objectives	Considerations	✓	Comment
	C2.4.3 Illustrate the relationship between the proposed urban structure and precinct staging.		The PSP places considerable reliance on incremental, proponent-led delivery of infrastructure, public realm and movement connections, as outlined in Part 2 - Section 7.0 Implementation (particularly Sections 7.2 Implementation Approach, 7.4 Servicing and Infrastructure, and 7.5 Roles and Responsibilities), and supported by high-level staging commentary in Section 7.6 Staging and Priorities.

City Response and Recommendation

Consideration	Response	Recommendation
C2.1.1 Design the urban structure in response to the existing or intended future precinct character.	- The urban structure proposed in the Draft PSP appropriately addresses the site's key issues and constraints. - However, the design of Road 2 results in an additional crossover to Kent Street. Kent Street is designated as an 'Other Regional Road' under the MRS, approximately 120 metres north of the intersection of Kent Street and Hayman Road. - The additional crossover may adversely affect the movement network.	- Modify Plan 1A to alter the alignment of proposed Road 2 so that a new intersection with Kent Road is not created. - Update other associated plans, figures, and development outcomes accordingly in response to Recommendation 1.
C2.1.2 Create blocks and lots of the appropriate size, proportion and orientation to support the intended character and functions of the precinct.	- The proposed lot layout is considered appropriate at this time to support the intended use of the precinct for primarily research and development purposes, which aligns with the 'Specialised Centre' designation under <i>State Planning Policy 4.2 – Activity Centres</i> (SPP 4.2). - Appendix A – Needs Assessment Report discusses the potential land uses that may be developed in the PSP area and the lot-size and built-form requirements needed for each to operate. The proposed lot layout can accommodate the uses outlined in the Draft PSP, based on the lot-size requirements for each use in Appendix A. - Any future subdivision or amalgamation will be appropriately considered at the application stage, and the provisions in the Draft PSP ensure that any future subdivision or amalgamation considers the use and function of each lot. - The PSP provides an acceptable response to C2.1.2	N/A
C2.1.3 Identify existing key landmarks to create view corridors and highlight destinations and focal points within the urban structure.	- Building heights are proposed to align with the natural topography of the area and the height of the existing pine trees throughout the PSP area. - The PSP provides an acceptable response to C2.1.3	N/A
C2.2.1 Design a legible, interconnected and functional urban structure that supports ease of movement to and through the precinct.	- All lots currently have vehicular access, and the inclusion of proposed Road 2 seeks to dissect the large, single lot within sub-precinct 2 to enable a functional urban structure. - The PSP provides an acceptable response to C2.2.1	N/A
C2.2.2 Develop an urban structure that gives priority to safe walking and cycling, with a focus on achieving	The City considers that the PSP should place greater emphasis on active transport improvements, particularly pedestrian, cycling and public transport connectivity, rather	1) Modify proposed Roads 1 and 2 to better account for active transportation.

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Consideration	Response	Recommendation
400m and 800m walkable catchments around nodes of activity and public transport hubs.	than creating additional road links and intersections where traffic demand may not warrant the associated costs.	2) Provide details outlining how the proposed active transportation network will connect with the existing network surrounding the PSP area.
C2.2.3 Identify opportunities to create new or enhance existing connections to and through the precinct.	- While the opportunities to create new connections through the precinct have been thoroughly contemplated, several issues have been noted with the proposal, namely that: - Proposed Road 2 will provide another intersection with Kent Street, which may undermine the traffic flow on this regional road. - The proposed pedestrian accessway terminates on Hayman Road, where there is currently no footpath or other pedestrian infrastructure.	1) Modify Plan 1A to alter the alignment of proposed Road 2 so that a new intersection with Kent Road is not created. 2) Update other associated plans, figures, and development outcomes accordingly in response to the recommendation.
C2.3.1 Provide block configurations that support the function and amenity of the precinct.	- The proposed lot layout is considered appropriate at this time to support the intended use of the precinct for primarily research and development purposes, which aligns with the 'Specialised Centre' designation under <i>State Planning Policy 4.2 – Activity Centres</i> (SPP 4.2). - Appendix A – Needs Assessment Report discusses the potential land uses that may be developed in the PSP area and the lot-size and built-form requirements needed for each to operate. The proposed lot layout can accommodate the uses outlined in the Draft PSP, based on the lot-size requirements for each use in Appendix A. - Any future subdivision or amalgamation will be appropriately considered at the application stage, and the provisions in the Draft PSP ensure that any future subdivision or amalgamation considers the use and function of each lot. - The PSP provides an acceptable response to C2.3.1	N/A
C2.3.2 Design lots (size and configuration) that can support intended retail, commercial and mixed use development.	The PSP provides an acceptable response to C2.3.2	N/A
C2.3.3 Design lot layouts to respond to local climate, topography and existing natural features, while supporting intended built form.	- Lot layouts have not considered the prioritisation of the mature pine trees on the site. - These key natural features need to be further considered in the lot configuration, in particular where large groupings of mature pine trees exist.	1) Modify the proposed lot layout to appropriately ensure that key natural features on site can be accommodated after development. 2) Provide additional subdivision requirements in section 3.4 to ensure trees are considered as a key factor in the design of new lots.

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Consideration	Response	Recommendation
C2.3.4 Design an urban structure that can accommodate lots for large format uses outside the precinct core where desired.	- Large-format uses are accommodated through the existing lot layout, and subdivision considerations embedded in the Draft PSP are deemed appropriate to facilitate them. - The PSP provides an acceptable response to C2.3.4	N/A
C2.3.5 Create an urban structure that contributes to the development of accessible, safe and well located public spaces.	- It is considered that the measures in the Draft PSP are capable of achieving a range of accessible public spaces that are designed to enable passive surveillance and are appropriately located throughout the precinct. - It is, however, considered that further POS could be implemented in the south-eastern portion of sub-precinct 2, where there is a high concentration of mature pine trees. - The PSP is a framework document, and delivery of POS 1–5 is contingent on subdivision and development triggers rather than direct public investment. There is no confirmed funding mechanism or delivery timeline, which creates a risk that public spaces may lag behind built-form outcomes.	- Embed provisions within Part 1 of the Draft PSP that ensure that the areas designated for POS are appropriately protected until they are developed. - Consider the creation of an additional POS space in the south-eastern section of sub-precinct 2.
C2.4.1 Develop a street block pattern that can accommodate change over time.	- The draft PSP has not proposed any future subdivision for this area. Instead, changes to block patterns will occur as a by-product of subdivision, in response to future land-use and development needs. - This approach is considered acceptable, as it will yield a future block pattern suitable for each site's land-use functions. - The PSP provides an acceptable response to C2.4.1	N/A
C2.4.2 Identify long-term strategic opportunity/catalyst sites and detail how they are to be protected from under-development.	- There are no specific controls intended to limit underdevelopment. However, due to the site's nature, set for research and development purposes, it is not considered that the site's underdevelopment poses a risk that requires mitigation or control. - The PSP provides an acceptable response to C2.4.2	N/A
C2.4.3 Illustrate the relationship between the proposed urban structure and precinct staging.	- Greater clarity around delivery triggers, protection of future connections and coordination mechanisms for shared infrastructure may be considered to ensure that early development does not preclude or undermine later precinct-wide objectives. - While encouraged, it is noted that all future connections are located on one lot, and any future subdivision/development on this site will be required to consider the Draft PSP and the proposed future connections. Therefore, it is not considered necessary to provide any further detail on specific staging requirements for SP 1 and 2.	N/A

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Element 3 – Public Realm

Assessment against considerations

Element Objectives	Considerations	✓	Comment
O3.1 To ensure the public realm is designed to promote community health and wellbeing	C3.1.1 Provide a range of public spaces that support and contribute to the community's health and wellbeing, in response to identified community need.		4.2 Public Realm – Opportunities and Constraints on pages 156-7 provide the following commentary on the public realm: - Need to provide more public green and shared space. Figure 26 highlights an opportunity for new space along the southern side of Dick Perry Ave. - Improve the inconsistency in the quality of the pedestrian & cycle environment. Figure 26 shows this need throughout PSP. - Opportunity for an enhanced east-west link. Figure 26 highlights the southern side of Dick Perry Ave. - Sub Precinct 1 objectives – pages 20, 32. - retain, reinforce landscape character whilst enabling innovative land uses and development opportunities. - Sub Precinct 2 objectives – pages 20, 36. - retain, reinforce landscape character – especially along SP Boundaries. - Enable innovative land uses and development opportunities. 2.3 Public Realms (page 20) provides the objectives for public realm and public open space upgrades. This is demonstrated in the following section: 3.7.7.1 - Western Gateway (drainage) 3.7.7.2 - Western Heart 3.7.7.3 - Public Square 3.7.8.1 - Road 1 – shaded tree-lined boulevard, retain pines. 3.7.8.2 - Road 2 – shaded tree lined boulevard; safe, pedestrian focussed environment, retain pines. 3.7.9.1 – Pedestrian & Cyclist Connections – cede to CoSP, trigger for connection development at the DA/SA stage.
	C3.1.2 Design public spaces for multiple uses, to efficiently accommodate a range of functions and activities.		- The PSP notes new public spaces in the following sections of the document: 3.7.7.1 Western Gateway (POS 1) Gateway, Pg 49. 3.7.7.2 - Western Heart (POS 2) Social heart. 3.7.7.3 - Public Square (POS 3) - Public square. 3.7.8.1 - Road 1 shade tree-lined boulevard, retain pines. 3.7.8.2 - Road 2 – shaded tree lined boulevard; safe, pedestrian focussed environment, retain pine. 3.7.9 – objectives for pedestrian and cycle connections 3.7.9.1 – provide PSP on Lot 224, No. 17 Dick Perry Avenue, triggered by DA or subdivision. - The noted public spaces are generally open, featuring landscaping and simple street furniture. Opportunities for multiple uses and events are available.
	C3.1.3 Consider year-round user comfort in the design of the public realm		Objectives in 2.3 – Public Realm include seating, shade, lighting, legibility and general pedestrian prioritisation. These elements have been noted in the following: - POS1 - shelter, tables and benches. Page 49. - POS2 – seating and shaded areas. Page 50. - POS3 – No public square detail provided.

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Element Objectives	Considerations	✓	Comment
			3.6.2 Public realm & landscaping – provide POS for third places. Page 36 - Street-frontage requirements for awnings: 70% for Urban and 80% for Urban Active. Page 38.
O3.2 To enable local character and identity to be expressed in public realm design to enhance sense of place.	C3.2.1 Public realm design should incorporate local natural topography, habitats and vegetation to enhance sense of place.		- Streetscape and POS design seek to retain existing trees and incorporate new landscaping. POS1 has been primarily designed for natural drainage purposes. - SP1 objectives – pages 20, 32. - retain, reinforce landscape character whilst enabling innovative land uses and development opportunities. - SP2 objectives – pages 20, 36. - retain, reinforce landscape character – especially along SP Boundaries. - Enable innovative land uses and development opportunities.
	C3.2.2 Demonstrate appropriate interpretation of Aboriginal knowledge, history and heritage within public realm design.		- The <i>Greater Curtin Master Plan (2024)</i> recognises and provides a design response to the <i>Dolphin Dreaming (Kuru Kuru) Trail</i> that runs from Salter Point in the south-west to Clontarf Aboriginal College to the south. Figure 16, page 124. - PSP proposes to integrate Aboriginal cultural values, including the Dolphin Dreaming (Kuru Kuru) Trail, in public art (LPP 6.3 Public Art), building design, and into the public realm and landscaping.
	C3.2.3 Design the public realm to reflect the heritage significance of the precinct and support the precinct's intended character and identity.		- PSP proposes to integrate Aboriginal cultural values, including the Dolphin Dreaming (Kuru Kuru) Trail, in public art (LPP 6.3 Public Art), building design, and into the public realm and landscaping. - No places of State cultural heritage significance or on the City's Heritage List. Amendments recommended in 'Urban Ecology' assessment. Identifies the need to comply with the City's planning framework for European heritage. Page 147, 154. - Seeks to incorporate existing trees, including remnant pine trees from the former Collier Pine Plantation, where possible.
O3.3 To ensure that key environmental attributes are protected and enhanced within the public realm.	C3.3.1 Integrate environmental features of the precinct within the public realm.		- Precinct design - Retain and reinforce both precinct's landscape character, while enabling innovative land uses and development opportunities, especially Kent and Dick Perry. Page 32 & 36 - Seeks to establish a coordinated network of streets, POS, and landscaped elements to support amenity and identity across the PSP. Page 20. - Drainage is incorporated into the design of POS1. Page 50. - Tree retention across PSP is identified, where possible.
	C3.3.2 Ensure the public realm contributes to creating and/or improving the urban tree canopy within the precinct and its surrounds.		- Development requirements for POS, road design, and pedestrian and cycle accessways include tree retention and supplementary planting requirements. - Urban Ecology design objectives - Strengthen the precinct's landscape character by retaining high-value trees where possible, increasing tree canopy cover and enhancing established green links. Page 170. - Public Realm design objectives - Retain and increase tree canopy and integrate climate-responsive landscaping to enhance street greening, strengthen landscape character and support urban cooling. Page 175 - Development requirements for POS, road design and pedestrian and cycle accessways include tree retention and supplementary plantings. Pages 182-184.

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Element Objectives	Considerations	✓	Comment
			3.7.2 Street setback requirements - buildings are sufficiently setback from the street to enable the retention of existing mature trees and support enhanced street tree planting. Page 40.
	C3.3.3 Incorporate waterwise species into the green network and public realm where appropriate.		- POS2 – includes waterwise planting beds requirements. Page 50. - Urban Ecology - Expand tree canopy, waterwise landscaping and sustainable building design to improve amenity. Page 154. - The LWMS encourages reduced reliance on potable water by using alternative water sources, including potential groundwater for irrigation (subject to approvals). Page 246. - The Implementation Plan identifies Water Sensitive Urban Design. Page 241.
	C3.3.4 Incorporate water sensitive urban design into the public realm.		See above comments.
	C3.3.5 Provide opportunities for urban greening, such as community gardens and rooftop gardens		No provision is made in the PSP for community gardens and rooftop gardens.
O3.4 To ensure the public realm is designed to be inclusive, safe and accessible for different users and people of all ages and abilities.	C3.4.1 Develop legible routes and intersections, connected by identifiable landmarks to aid navigation through the public realm.		3.7.8 Road Reserves requirements page 52. - Provide new internal roads that improve access and circulation within the precinct and strengthen connections to key destinations. - Deliver a legible, interconnected street network that enhances walkability, permeability, and wayfinding. - Ensure new internal roads improve safety for all users through appropriate design, sightlines and movement coordination. - Support efficient access for service, emergency and operational vehicles through a well-structured internal road layout. - Integrate new internal roads with existing and planned movement networks to create a cohesive, connected Precinct. - The Implementation Plan identifies the following, which are likely to respond to the requirements of C3.4.1. Page 241: - Streetscape and public realm upgrades. - Transport and movement strategy. 'Landmark' building locations, as noted in Sub-Precinct Plan 1 & 2, will provide additional wayfinding and entry intrigue.
	C3.4.2 Accommodate and promote inclusion and accessibility for people of all ages and abilities in the public realm		- All future development, open spaces, and streetscape upgrades will comply with Australian accessibility standards to ensure greater accessibility for people of all abilities. - Open space and streetscape design, as noted in 3.7.7.1 – 3.7.9.1 (p 49 – 57), includes design elements related to accessibility, such as ramps, wider footpaths, reduced vehicle speeds, etc. - The relevant objectives noted in 3.7.7 Public Open Space Reserves (p48) include: - Ensure public open space is safe, accessible and well-connected to key destinations and movement networks
	C3.4.3 Design the public realm according to the principles of Crime		The PSP provides no reference to CPTED except in acronyms and abbreviations on page 10.

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Element Objectives	Considerations	✓	Comment
	Prevention through Environmental Design (CPTED).		
O3.5 To ensure public realm design is integrated with the built form, movement network and landscape of the precinct.	C3.5.1 Design well-proportioned and appropriately scaled public spaces and streets.		2.3 Public Realm Objectives on page 20: - Ensure development positively addresses streets and public spaces through active frontages, smaller-scale built form and high-quality, pedestrian-focused interface treatments. - Enhance pedestrian amenities in streets and public open spaces through shade, shelter, seating, lighting, active land uses, and other human-scale design elements. - POS, as noted in Figure 5 (p21), has been scaled, planned, and incorporated into the design.
	C3.5.2 Consider and enhance relationships between the public realm and surrounding land uses and activities to create mutual benefit.		3.6.2 Sub Precinct 2 on Plan 2B page 36 includes additional uses fronting POS2 & POS3 to 'provide for land uses and development that support the establish a vibrant, centralised hub for workers, visitors and residents, promoting collaboration, knowledge sharing and high-quality amenity'. - Minimum side and rear setback requirements for 'Urban Active' and 'Urban' frontage types aim to enable tree retention and the provision of deep soil areas to reinforce the area's landscape qualities. Page 41.
	C3.5.3 Design the public realm as a series of well connected, legible spaces.		- Seeks to establish a coordinated network of streets, POS, and landscaped elements to support amenities and identify across the PSP. Page 20. - Updated street and POS designs have been designed with connectivity and legibility in mind, as noted on p. 48–57.
	C3.5.4 Integrate services and utilities to minimise impact on function and amenity of public spaces, streets and surrounding built form.		- The Implementation Plan identifies the following, which are likely to respond to the requirements of C3.4.2. Page 241. - Streetscape and public realm upgrades. - Transport and movement strategy. - Sub Precincts 1 and 2 (p32, 36) both note: 'Position large-format buildings and associated infrastructure so that their bulk and operational elements are screened from view from the street, or are softened by smaller scale, active land uses along the street frontage.'

City Response and Recommendation

Consideration	Response	Recommendation
C3.1.1 Provide a range of public spaces that support and contribute to the community's health and wellbeing, in response to identified community need.	- Overall, road design, front setback design, and green links will achieve tree retention and new landscaping, including trees, to generate adequate pedestrian and vehicle amenities. - The draft PSP provides an acceptable response to C3.1.1.	N/A
C3.1.2 Design public spaces for multiple uses, to efficiently accommodate a range of functions and activities.	- Drainage and road design appear to be the primary drivers of POS location and design, but a range of uses remains. - The draft PSP provides an acceptable response to C3.1.2.	N/A
C3.1.3 Consider year-round user comfort in the design of the public realm	The draft PSP provides an acceptable response to C3.1.3.	N/A

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Consideration	Response	Recommendation
C3.2.1 Public realm design should incorporate local natural topography, habitats and vegetation to enhance sense of place.	- Streetscape and POS design seek to retain existing trees and incorporate new landscaping. POS1 has been primarily designed for natural drainage purposes. - Ultimately, the exact design of POS will be subject to change based upon future adjoining development design, and City POS requirements/scope at the time of construction. - Overall, the PSP provides an acceptable response to C3.2.1.	N/A
C3.2.2 Demonstrate appropriate interpretation of Aboriginal knowledge, history and heritage within public realm design.	No detail of the plan to integrate Aboriginal cultural values, including the Dolphin Dreaming (Kuru Kuru) Trail, is included in the POS design pages 49-51 or the remaining public realm.	1. Provide additional guidance on how the Dolphin Dreaming (Kuru Kuru) Trail is to be incorporated into built form, public art, public realm design, POS design, etc.
C3.2.3 Design the public realm to reflect the heritage significance of the precinct and support the precinct's intended character and identity.	No detail of the plan to integrate Aboriginal cultural values, including the Dolphin Dreaming (Kuru Kuru) Trail, is included in the POS design pages 49-51 or the remaining public realm.	1. Provide additional guidance on how the Dolphin Dreaming (Kuru Kuru) Trail is to be incorporated into built form, public art, public realm design, POS design, etc.
C3.3.1 Integrate environmental features of the precinct within the public realm.	The proposed guiding provisions and preliminary street and POS designs are generally supported; provisions relating to mature tree retention should be strengthened.	1. Sections 3.7.7, 3.7.8, and 3.7.9 contained within Part 1 are modified so that provisions relating to the retention of trees are strengthened.
C3.3.2 Ensure the public realm contributes to creating and/or improving the urban tree canopy within the precinct and its surrounds.	- The proposed guiding provisions and preliminary street and POS designs are generally supported; provisions relating to mature tree retention should be strengthened. - The existing pine tree network is reaching the end of its life in the next 10-20 years. The draft PSP lacks clear guidance for a well-planned ecological succession strategy.	- Sections 3.7.7, 3.7.8, and 3.7.9 contained within Part 1 are modified so that provisions relating to the retention of trees are strengthened. - Sections 3.7.7, 3.7.8, and 3.7.9 contained within Part 1 are modified to include guidance on the replacement of the ageing tree network.
C3.3.3 Incorporate waterwise species into the green network and public realm where appropriate.	The PSP provides an acceptable response to C3.3.3.	N/A
C3.3.4 Incorporate water sensitive urban design into the public realm.	The PSP provides an acceptable response to C3.3.4.	N/A
C3.3.5 Provide opportunities for urban greening, such as	The draft PSP does not include any provisions regarding greening in the built form.	1. Section 3.7.5 (Landmark and Prominent Building Feature Locations) is

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Consideration	Response	Recommendation
community gardens and rooftop gardens	Given the likely built form resulting from the land uses (research hubs, data centres, etc.), which will have a large footprint and may contain blank walls with little articulation, guidance and consideration of greening within the built form should be implemented.	amended to include guidance on urban greening, such as wall planting or rooftop gardens.
C3.4.1 Develop legible routes and intersections, connected by identifiable landmarks to aid navigation through the public realm.	- The proposed POS, street designs, landmark building locations and built form will support wayfinding and efficient navigation through the precinct. - The PSP provides an acceptable response to C3.4.1.	N/A
C3.4.2 Accommodate and promote inclusion and accessibility for people of all ages and abilities in the public realm	Some improvements to the site's accessibility have been noted in the new POS and street designs. Given the nature of the site, which is primarily accessed by private motor vehicles and used by workers of the precinct (and less by the general public), it is considered that the PSP provides an acceptable response to C3.3.4.	N/A
C3.4.3 Design the public realm according to the principles of Crime Prevention through Environmental Design (CPTED).	- The central nodes of POS and the public realm are to be activated through engaging frontage design, such as glazing, narrow front setbacks, open facades, awnings, etc. - The draft PSP includes a preliminary POS design that incorporates elements of CPTED. - Principles of CPTED will also be required to be considered as part of any future Development Application. - Additionally, given the precinct's primary nature, CPTED is unlikely to be as critical an element as in a Residential neighbourhood or a retail hub. - The PSP provides an acceptable response to C3.4.3.	N/A
C3.5.1 Design well-proportioned and appropriately scaled public spaces and streets.	- The proposed POS is appropriately scaled and incorporated into the precinct's design. - The PSP provides an acceptable response to C3.5.1.	N/A
C3.5.2 Consider and enhance relationships between the public realm and surrounding land uses and activities to create mutual benefit.	- Proposed land uses, setbacks, and streetscape activation requirements will help create an active, engaging relationship. - The PSP provides an acceptable response to C3.5.2.	N/A
C3.5.3 Design the public realm as a series of well connected, legible spaces.	The PSP provides an acceptable response to C3.5.3.	N/A
C3.5.4 Integrate services and utilities to minimise impact on function and amenity of public spaces, streets and surrounding built form.	- Appropriate guidance is provided regarding services and utilities in the streetscape. - The PSP provides an acceptable response to C3.5.4.	N/A

Bentley Tech Park PSP: SPP 7.2 Assessment

Element 4 – Movement

Assessment against Considerations

Element Objectives	Considerations	✓	Comment
O4.1 To ensure the movement network supports the function and ongoing development of the precinct.	C4.1.1 Address the current and future access needs of the precinct through an integrated transport planning and land use assessment process.		Current access and road network analysis: - The site is primarily accessed by private motor vehicles, as evidenced by the high-capacity parking infrastructure, which often reaches its limit during work hours. - Road volumes along Hayman and Kent are high (13041 and 10454 AWDT, respectively) for District Distributor A roads (Indicative traffic volume of above 8000 vehicles per day). - Walking/cycling is limited due to the site's disconnected location being surrounded by wide multi-lane arterial roads, a golf course, Kensington Bushland Reserve, and large-lot light-industrial/warehouse commercial facilities. - Low permanent dwelling numbers within 800 walkable pedshed. The nature of the commerce, being specialist technology businesses, drives a specific customer and worker base unlikely to live within walking distance. - The site is accessible via bus at several stops on Hayman Road and Kent Street. However, it is primarily serviced by one bus route (960 – a high-frequency route between Menora, CBD, and Curtin University). Numerous other bus routes are accessible at Curtin Central Bus Terminal, which is located roughly 600m from the edge of the PSP, although a 20+ minute walk from most locations within the PSP. Future access and network needs: - Improved public transport access will be required to reduce private motor vehicle demand where possible, as the number and size of businesses on the site grow. A potential mid-tier transport route is noted along Kent Street within the Structure Plan to help facilitate this. However, this is a long-term vision that is unlikely to be operational (if at all) for another 10 years – see page 28. - Pedestrian and public realm improvements are required to support business and activation of the node. Key points of improvement include: - Diversified road network with two additional roads. - Improved pedestrian and public realm supporting walking and cycling. - Built form provisions supporting parking and good design (sleeved/hidden parking) (see 3.7.4 – Street Frontage Design, Access and Parking on p 41) - Long-term mid-tier transport network planning is provided within the Kent Street Road design. Aspects relating to public transport and Hayman Road will ultimately be administered by PTA and Main Roads, respectively, and therefore will require further investigation and resourcing to materialise.
	C4.1.2 Design the movement network in balance with place		Hayman and Kent are both high-movement, low-place roads, primarily designed for maximum and seamless vehicle movement with little place value (as noted in Figure 41, p. 203).

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Element Objectives	Considerations	✓	Comment
	considerations, local access and neighbourhood/ district/regional access requirements for travel to, through and around the precinct.		- The existing minor roads throughout the site (such as Dick Perry Ave) are designed primarily for movement. However, the sense of place is not insubstantial due to low vehicle speeds, footpaths, open spaces, the character of entrepreneurship, and abundant pine trees. - To assist in creating a greater sense of place, whilst enabling additional movement corridors, two new roads are proposed within the site, both designed to maximise pedestrian comfort and support new POS. In particular, Road 2 is proposed to feature 'Urban' and 'Urban Active' street frontage designs to support a highly active, safe, and vibrant multi-modal space for workers and visitors (See Plan 2b on p37 and Cl 3.7.8.2 p54). - Improvements to the other existing internal roads (planting, layout changes, wider paths, etc.) are also proposed to support a more active and pedestrian/cyclist-friendly environment. These roads are noted as 'landscape' street frontages, ensuring their most identifiable and attractive feature, the large pine trees, are maintained and supported through built form design and public realm.
	C4.1.3 Develop a movement network that enables convenient and comfortable travel and access for users of all ages and abilities.		- The existing movement network is generally poor in terms of access and convenience for children, the elderly, and the less abled, due to its inherent car-centric nature, with long, winding walking paths and few pedestrian access points. The infrastructure is generally not wheelchair-friendly in design, and the distances between places and buildings are large, reducing overall accessibility. - Some steps have been taken to assist in this regard, including: - Improved pedestrian realm – wider paths, public open spaces, canopy shade (see indicative road designs from p53). - New bus stop access and linkages between access points for pedestrians (such as a link to southern side of Hayman Rd) - Requirements for sleeved, underground and accessible parking for all users. - Reduced vehicle speeds to 40 or 30km/h along internal roads (noted in cl6.4.5.3 p207) - New embayed parking replacing the old ad-hoc parking (indicative road designs such as p53) - Built form frontage controls to assist all users access sites.
	C4.1.4 Design transport infrastructure that provides a safe network for all users.		- Much greater emphasis on pedestrian and cyclist safety within the internal movement network, as evidenced in the indicative road design sections. - Improved linkages to the bus stops surrounding the site support users and discourage unsafe practices such as informal paths, walking on roads, etc. - Additionally, the new road designs and site access requirements should help reduce vehicle speeds and improve safety where necessary - through shared roads, narrowed widths, increased landscaping, reduced formal speed limits, clearly defined lot entry points and a more formalised parking system.
O4.2 To ensure a resilient movement network that prioritises	C4.2.1 Prioritise walking, cycling, public transport and shared mobility, to minimise car dependency		As discussed above, greater priority has been given to pedestrians, cyclists, and public transport users within the existing movement structures. However, this is still constrained by the current poor design of the wider network for those groups within and around the site.

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Element Objectives	Considerations	✓	Comment
affordable, efficient, sustainable and healthy modes of transport			- The inherent nature of the site, as discussed above, will likely see car dependency remain high. Efforts have been made to reduce this where possible through street design changes and long-term public transport links. - The noted speed limits of 30 and 40 km/h, and general road design improvements, will support cyclists in utilising the road network for safe movement alongside motor vehicles, as supported by the Department of Transport's shared safe street guidelines. - Over the short to medium term, changes in mode share are unlikely to be significant. Long-term, the mid-tier transit will improve the mode mix.
	C4.2.2 Establish mode share targets for the precinct.		- No specific targets provided within the document. - Long-term the mode share is uncertain, fluctuations in the development pattern of the site and the eventual mid-tier transport link will influence the eventual outcomes.
O4.3 To enable a range of transport choices that meet the needs of residents, workers and visitors.	C4.3.1 Prioritise provision of direct and legible pedestrian routes within the precinct and to adjacent areas.		- New dedicated pedestrian links to and between the two precincts, including to Curtin University and to bus stops along Hayman Rd. These have been planned to enable more direct pedestrian movement to, from and within the wider PSP. - Additional and wider footpaths are planned along key pedestrian streets, such as Dick Perry Ave and new Road 2 (see 6.4.5.1 p205), giving greater emphasis on place and activation over vehicle movement. - Additional canopy, lower road speeds, and more formalised parking will also help make the pedestrian realm more attractive, safe, and efficient to traverse.
	C4.3.2 Provide a bicycle network within the precinct that integrates with the broader cycle network and connects safely and conveniently to key destinations		- No dedicated cycle networks are proposed within the site; users will be required to either use roads, painted bike lanes or footpaths, depending on the nature of the road. - Unseparated road bicycle use is acceptable given the low speeds of the roads and generally short travel distances within the site. - Additionally, widening and adding footpaths along both sides of the road will enable cyclists to use them (if required) for travel without significant congestion or safety issues. - New Road 1 will create a better link from the Hayman Rd roundabout to Thelma Street, which contains one of the area's better cycling corridors. Additionally, the links to Curtin University provide greater access from the University site and perimeter, which contain quality shared paths. - The nature of its location, being isolated from key housing, commercial and public transport nodes, makes cycling to the destination less desirable. Links immediately surrounding the site are generally poor; quality dedicated cycle paths are located along Kwinana Fwy, although this is over 3km, with average, indirect connections between.
	C4.3.3 Identify public transport services and infrastructure to be upgraded or established to improve coverage, frequency, connection and user choice.		Proposed mid-tier transport noted along Kent Street – unlikely to be a short-medium term project and will require extensive collaboration with the State Government. The idea of a mid-tier transport link has been consistently discussed and noted by the State Government and advocacy groups, often referred to as the 'light rail knowledge arc', travelling between Curtin University, the CBD and UWA.

Bentley Tech Park PSP: SPP 7.2 Assessment

Element Objectives	Considerations	✓	Comment
			- The proposed mid-tier transport mode will significantly improve access to the site and support additional development, activity and integration to Curtin University. Given this would be a long-term project, much of the development will have to be supported by the existing public transport network for the foreseeable future, whilst considering and future-planning for the potential new link and opportunities that may arise from this. - Ultimately, the mid-tier transport link cannot be concretely confirmed at this stage and will need further collaboration and investigation by the various stakeholders. - Improved connections to bus stops along Hayman Road will support connection to the site. - No other notes of potential improvements to PT infrastructure, frequency or options.
	C4.3.4 Design public transport infrastructure to integrate with and be appropriate for the intended mode share, patronage and place character of the precinct.		- New public transport infrastructure (a mid-tier transport link) has been noted in the plan, although no further details are provided at this stage, requiring further investigation and collaboration with stakeholders and the State Government. This proposal will enhance and support the site and its specific nature as a technology precinct, enabling greater integration with Curtin University and the CBD. - Otherwise, no proposed changes to the existing public transport infrastructure and network are proposed.
	C4.3.5 Consider access requirements for service vehicles and logistical freight movements within the precinct.		- The surrounding road infrastructure is to remain primarily unchanged, and as such, the existing light truck movements across Hayman Rd and Kent Street will remain. - Medium-to-small service vehicles will be adequately provided for within the proposed movement network and servicing requirements as noted within cl3.7.4 p41). - Larger vehicles will require planning and traffic coordination as standard throughout suburban areas.
	C4.3.6 Design the movement network to allow for private vehicle access and movement that is appropriate to the precinct function		- The existing vehicle movement network is well established, high-quality, and utilised. - Proposed improvements to the internal network will improve traffic flow by formalising parking and modifying road layouts. - New roads and connections to Hayman Rd and Kent St will also diversify entry/exit points, address bottlenecks, and enable more direct movement networks.
O4.4 To ensure the quantity, location, management and design of parking supports the vision of the precinct.	C4.4.1 Provide the minimum amount of car parking appropriate for the precinct.		- Parking numbers are proposed as discretionary. - This flexibility enables a development to optimise for its specific circumstance. It is likely that significant parking would be provided within each lot, given the wider isolated nature of the precinct.
	C4.4.2 Manage and locate car parking to prioritise access according to the needs of different user groups.		- Street vehicle parking is to be formalised to create a more cohesive and managed movement network across the site. - Access locations and entry design are required to minimise impact on the street and may not be allowed depending on the street frontage type (as noted in Table 5, Sub Precinct 2, p. 38, for example).
	C4.4.3 Design parking to be integrated with the urban form		- In most frontage types, car parking is to be placed either behind, under, or to the side of the building frontage to encourage a more active built form (as noted in cl3.7.4 p41). - The proposed built form controls, combined with the broader Sub Precinct objectives and road designs, support parking that is sleeved, integrated, or complementary to the street.

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Element Objectives	Considerations	✓	Comment
	C4.4.4 Design parking for adaptability over time to accommodate potential future change of use.		- Throughout, the PSP document notes that adaptability is envisioned as a key aspect of the precinct, given the market/owner-led development future of the site. However, no specific mentions of parking are noted in this regard. - Much of the site is currently vacant or prime for redevelopment, and therefore, it is likely that any new development will result in long-term land uses/built form.
	C4.4.5 Consider parking requirements and end of trip facilities for other transport modes.		The PSP document does not include requirements for end-of-trip facilities in its provisions.

City Response and Recommendations

Consideration	Response	Recommendation
C4.1.1 Address the current and future access needs of the precinct through an integrated transport planning and land use assessment process.	- Pedestrian movement networks within the site are reasonable, given the large lots and primarily private motor vehicle access. - Walking/cycling - this is unlikely to be substantially improved in the medium term due to the site's inherent location and movement barriers. - It is unlikely that other modes of transport will substantially offset the need for parking within the short-to-medium term, and therefore, increased parking facilities will be required. Particularly parking, which is incorporated within the design or provided underneath new buildings to minimise impact on streetscape and access for other modes of transport (i.e. walking). - Overall, the proposed movement and transport network is reasonable given the site's inherent limitations. In particular, built form provisions for parking and improvements to the public/pedestrian realm will support the future viability and activation of the precinct. - The draft PSP provides an acceptable response to C4.1.1.	N/A
C4.1.2 Design the movement network in balance with place considerations, local access and neighbourhood/ district/regional access requirements for travel to, through and around the precinct.	- The overall design of the movement and place is considered suitable, given that the vast majority of visits will be by private motor vehicle, and much of the existing street and lot layout is difficult to change. Efforts to improve sections of 'place' are proposed where appropriate to foster place, where achievable. - A key issue is the current design of New Road 2 and its access to Kent Street. This should be flagged, as Kent Street is a District Distributor road and new points of access are not preferred.	- Modify Plan 1A to alter the alignment of proposed Road 2 so that a new intersection with Kent Road is not created. - Update other associated plans, figures, and development outcomes accordingly in response to Recommendation 1.
C4.1.3 Develop a movement network that enables convenient and comfortable travel and access for users of all ages and abilities.	- Although the proposed design of the movement network is not perfect for all users, the proposed improvements are substantial, taking steps to improve the site's access and functionality for all users. - Furthermore, given that the PSP is centred on employment for an 'integrated technology precinct', the overwhelming majority of users will be working adults, reducing the demand for age-specific accessibility needs. All	N/A

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Consideration	Response	Recommendation
	development proposals will be required to go through a DA process, ensuring accessibility is considered at this stage. Given the above, the overall proposal is considered satisfactory for its intended purpose and role in the wider system. The draft PSP provides an acceptable response to C4.1.3.	
C4.1.4 Design transport infrastructure that provides a safe network for all users.	Pedestrian and cyclist safety will be significantly improved through the proposed road and public realm upgrades. The slowing of vehicle movements will also support a safer movement network. Overall, the draft PSP provides an acceptable response to C4.1.4.	N/A
C4.2.1 Prioritise walking, cycling, public transport and shared mobility, to minimise car dependency	- The proposed mid-tier transport link would significantly improve public transport access to the site. - Overall, the draft PSP provides an acceptable response to C4.2.1.	N/A
C4.2.2 Establish mode share targets for the precinct.	- Mode share targets are not considered necessary at this stage as the expected short-to-medium term mode share is unlikely to change significantly. - Overall, the draft PSP provides an acceptable response to C4.2.2.	N/A
C4.3.1 Prioritise provision of direct and legible pedestrian routes within the precinct and to adjacent areas.	Overall, significant improvements are proposed within the site. However, limitations along its borders and in the wider region remain due to the nature of the high-traffic roads, poor pedestrian/cycle networks, and the awkward site location within the greater Perth transport network. The draft PSP provides an acceptable response to C4.3.1.	N/A
C4.3.2 Provide a bicycle network within the precinct that integrates with the broader cycle network and connects safely and conveniently to key destinations	- The proposed improvements are adequate, but the wider network outside the precinct falls short, making the internal improvements less significant. - As the PSP is only required to address movement within the precinct, and the broader bicycle network is the responsibility of local and state government agencies, the draft PSP provides an acceptable response to C4.3.2	N/A
C4.3.3 Identify public transport services and infrastructure to be upgraded or established to improve coverage, frequency, connection and user choice.	- The proposed PSP includes some short-term improvements to connections to public transport and the overall movement network to support greater public transport use. However, much of the network will rely on the future mid-tier transport node, which is a long-term project. - The draft PSP provides an acceptable response to C4.3.3.	N/A
C4.3.4 Design public transport infrastructure to integrate with and be appropriate for the intended mode share, patronage and place character of the precinct.	- Given that no further information has been provided at this stage, the design of the future public transport infrastructure and its integration into the precinct cannot be determined. - Assuming the mid-tier transport is developed in the mid-to-long-term with appropriate consultation and design considerations, the proposed future public transport design is supported. - The draft PSP provides an acceptable response to C4.3.4.	N/A
C4.3.5 Consider access requirements for service vehicles and logistical freight movements within the precinct.	The draft PSP provides an acceptable response to C4.3.5.	N/A

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Consideration	Response	Recommendation
C4.3.6 Design the movement network to allow for private vehicle access and movement that is appropriate to the precinct function	- Overall, the existing vehicle movement network is generally of high quality, and the proposed changes are supported in principle, helping balance movement and place. - A key issue is the current design of New Road 2 and its access to Kent Street. This is an issue, as Kent Street is a District Distributor road, and new points of access are not preferred.	- Modify Plan 1A to alter the alignment of proposed Road 2 so that a new intersection with Kent Road is not created. - Update other associated plans, figures, and development outcomes accordingly in response to Recommendation 1.
C4.4.1 Provide the minimum amount of car parking appropriate for the precinct.	- The City considers the Draft PSP's approach to car parking satisfactory, as the proposed land use, building size, and location will greatly influence the parking expectations and demands. - The draft PSP provides an acceptable response to C4.4.1.	N/A
C4.4.2 Manage and locate car parking to prioritise access according to the needs of different user groups.	- The proposed PSP provides suitable provisions to help manage the location, design and access of parking within a site, forming a more unified overall movement and place network. - The draft PSP provides an acceptable response to C4.4.2.	N/A
C4.4.3 Design parking to be integrated with the urban form	The draft PSP provides an acceptable response to C4.4.3.	N/A
C4.4.4 Design parking for adaptability over time to accommodate potential future change of use.	- The eventual arrival of a mid-tier transport corridor may affect future car parking needs and how the site is used. This has not been explicitly considered in the precinct design controls. - Notwithstanding this, land uses and parking demand are unlikely to change fundamentally. - The draft PSP addresses parking on a needs basis for each site, ensuring it is appropriate for the land use, building size, and employment base. - The draft PSP provides an acceptable response to C4.4.4.	N/A
C4.4.5 Consider parking requirements and end of trip facilities for other transport modes.	- The Draft PSP's approach to car parking is considered acceptable as the City's Local Planning Policy 2.3 - Non-residential Parking provides guidance on this regard and will apply to non-residential development within the Technology Park West portion of the precinct. - The draft PSP provides an acceptable response to C4.4.5.	N/A

Bentley Tech Park PSP: SPP 7.2 Assessment

Element 5 – Land Use

Assessment against Considerations

Element Objectives	Considerations	✓	Comment
O5.1 To ensure current and planned land uses respond to the needs and expectations of the community.	C5.1.1 Review existing zonings and land uses within and adjacent to the precinct to identify gaps and determine the appropriate zones and land use mix		- The current zoning is 'Centre' and is not planned for change. This has been prescribed in line with the overarching Bentley-Curtin Specialised Activity Centre, which applies to this site. - Contained in Figure 14 (p111) of Part 2 of the PSP document, the existing land uses were analysed, finding that the vast majority of Subsection 1 is currently a broad office use (or otherwise undeveloped). - Subsection 2 features a more varied land-use environment, including offices, services, industry/manufacturing, and education. - Surrounding the site is primary residential to the west, government uses to the north, and a golf club and university to the south. - The proposed PSP has identified 7 general site-wide 'preferred uses': Educational establishment • Industry • Industry-Light • Industry-Service • Office • Research and Development • Warehouse-Storage - Additional preferred uses for specific sites are also noted where appropriate. This is mainly in locations that are more suited to an active and mixed-use type development: • Child care premises • Convenience store • Hotel • Reception Centre • Residential Building • Restaurant/café • Shop • Small Bar • Tourist and visitor accommodation. - The proposed land uses were informed by the supplementary Needs Assessment Report conducted by Pracsys on behalf of Development WA.
	C5.1.2 Consider the current and future need for services, utilities and social infrastructure, including community, civic and cultural facilities.		- The exact future needs of the site are not certain, as much of the proposed works and changes will be private or state government-led. The exact nature of this may change over time in response to external factors such as market demand and new transport links. - The proposed new infrastructure works are promising and will support a more active, cohesive and accessible mixed-use technology precinct. - The preferred land uses, particularly those along the 'additional use' sections, complement the development of the area by providing opportunities for mixed-use commercial centres, including shops, hotels, bars, cafés, childcare, etc.
	C5.1.3 Identify locations for staged land use transition to meet changing community needs.		- Land use has not been explicitly noted for staging. - The additional use sites are currently located on a proposed future road and therefore cannot be developed until other adjoining sites and infrastructure works are completed, thus forming a sort of natural staging to the design. - The document is generally flexible in its provisions, creating greater adaptability in terms of applying these provisions, so they cater to the circumstances and needs of a given time.
O5.2 To ensure the planned land use types contribute positively to the	C5.2.1 Co-locate land uses that have a mutual, positive benefit.		The premise of the PSP is to co-locate similar land uses based around technology and research – "specialised innovation precinct by concentrating growth in health and medical technologies, data science and digital technologies, radio astronomy and space, and research and development enterprises."

Bentley Tech Park PSP: SPP 7.2 Assessment

Element Objectives	Considerations	✓	Comment
precinct character and amenity.	C5.2.2 Locate and distribute land uses to manage amenity impacts such as noise, visual and air pollution.		- Sensitive land uses (such as childcare, hotels, etc.) are preferred only at additional use sites located internally within the site, along low-traffic, pedestrian-focused nodes (new road 2). - Significant setbacks (15m+) along the major roads (Hayman and Kent) ensure negative amenity impacts are reduced within the site.
	C5.2.3 Distribute land uses across the precinct to support and benefit from the movement network.		- Additional use sites have been distributed around the central node of the site to support the more active, pedestrian-focused inner precinct. - The remainder of the site will primarily be market-led in terms of land uses and distribution, located on a mix of pedestrian-focused roads, mixed-movement priority roads, and some interaction with roads such as Hayman and Kent, which are strongly movement-focused. This is considered suitable as the proposed setbacks and design requirements will reduce negative road/vehicle impacts.
O5.3 To achieve a mix of land uses and activity that supports the precinct vision	C5.3.1 Determine the appropriate land use mix for the precinct.		- As stated above, the entire PSP is premised on co-locating similar land uses around technology and research. Given this purpose, the proposed land-use mix throughout the site is considered suitable for the agglomeration of like-minded people and businesses. - Supporting land uses (such as child care, cafés, hotels, etc.) are preferred along additional use sites, ensuring the primary land uses are supported internally with appropriate services. - The proposed land use mix is supported by its status as a Specialised Centre under the Bentley-Curtin ACP and the noted 'research and development' use assigned to the site within Figure I of the document.
	C5.3.2 Determine the appropriate distribution of residential density to support the intended character and function of the precinct.		- Limited residential housing opportunity is proposed within the site. Similar land uses (Hotel, visitor accommodation and residential building) are noted as preferred land uses within specific nodes. - Although not preferred, permanent residential housing may be considered as part of a mixed-use development where appropriate.
	C5.3.3 Provide for land uses that appropriately activate and promote safety in the public realm.		- Active land uses (such as café/restaurant, shop, small bar, etc.) are proposed as preferred along key central nodes where pedestrian propriety and public open space are planned to be located. - This will ensure this node has high amenity and activity, and supports a more cohesive, pedestrian-friendly precinct containing 'third spaces' and out-of-office pursuits. - Additionally, built form provisions for an 'urban', 'urban active' or 'pedestrian access way' frontage are proposed along the new Road 2 corridor, further emphasising the active and public realm focused nature of this section of the precinct.
	C5.3.4 Identify a land use mix that supports local employment and the local economy.		- As stated above, the entire PSP is premised on co-locating similar land uses around technology and research. Given this purpose, the proposed land-use mix throughout the site is considered suitable for the agglomeration of like-minded people and businesses. Through this design, a focused local employment and economy will hopefully develop, forming a central node of innovation within greater Perth. - Supporting land uses (such as child care, cafés, hotels, etc.) are preferred along additional use sites, ensuring the primary land uses are supported internally with appropriate services. These land uses will empower the primary employment nodes of the technology and research businesses.

Bentley Tech Park PSP: SPP 7.2 Assessment

City Response and Recommendations

Consideration	Response	Recommendation
C5.1.1 Review existing zonings and land uses within and adjacent to the precinct to identify gaps and determine the appropriate zones and land use mix	- The noted uses are generally considered appropriate for the site and complement the primary research/technology/manufacturing precinct, as guided by the Bentley-Curtin Specialised ACP's strategic plan. - The draft PSP provides an acceptable response to C5.1.1.	N/A
C5.1.2 Consider the current and future need for services, utilities and social infrastructure, including community, civic and cultural facilities.	- The proposed changes to land use, POS, and infrastructure will help foster a stronger community and cultural dimension in the area, which is normally dominated by daytime/weekday uses. - The draft PSP provides an acceptable response to C5.1.2.	N/A
C5.1.3 Identify locations for staged land use transition to meet changing community needs.	- Staging is not required for this precinct for the following reasons: - The existing site is already partially developed. - Ownership is fragmented. - Development will be primarily completed through a public/private market-led process. - There is an existing market, worker, and customer base on site, so staging is not required to support further development. - PSP primarily aims to guide and support development cohesively rather than to prescribe the exact built form, uses, or development pattern. - The draft PSP provides an acceptable response to C5.1.3.	N/A
C5.2.1 Co-locate land uses that have a mutual, positive benefit.	- Through agglomeration of like-minded people and businesses, the precinct can create a specialist centre unique to Perth, reinforcing its status as a Specialised Centre under the Bentley-Curtin ACP. - The draft PSP provides an acceptable response to C5.2.1.	N/A
C5.2.2 Locate and distribute land uses to manage amenity impacts such as noise, visual and air pollution.	- Land uses have been appropriately distributed for their intended purpose and the wider scope of the PSP. - The draft PSP provides an acceptable response to C5.2.2.	N/A
C5.2.3 Distribute land uses across the precinct to support and benefit from the movement network.	- Given the focus of the precinct (being technology and research), the scope of preferred land uses is small but designed to encourage agglomeration, and therefore, the broad distribution of land uses is considered suitable along the movement network. - The draft PSP provides an acceptable response to C5.2.3.	N/A
C5.3.1 Determine the appropriate land use mix for the precinct.	- The proposed land use mix is considered suitable given its purpose of technology and research, as supported by the Specialised Centre under the Bentley-Curtin ACP. - The draft PSP provides an acceptable response to C5.3.1.	N/A
C5.3.2 Determine the appropriate distribution of residential density to support the intended character and function of the precinct.	- Overall, given the precinct's intent to foster a technology and research hub, residential housing is not considered a priority, whilst short-term housing options may be considered to support the precinct's primary objectives. - The draft PSP provides an acceptable response to C5.3.2.	N/A

Bentley Tech Park PSP: SPP 7.2 Assessment

Consideration	Response	Recommendation
C5.3.3 Provide for land uses that appropriately activate and promote safety in the public realm.	- Active land uses are preferred in appropriate locations along pedestrian-focused streets and POS. - The draft PSP provides an acceptable response to C5.3.3.	N/A
C5.3.4 Identify a land use mix that supports local employment and the local economy.	- The land-use mix is appropriate for the precinct's intended focus and supports an advanced employment hub. - The draft PSP provides an acceptable response to C5.3.4.	N/A

Bentley Tech Park PSP: SPP 7.2 Assessment

Element 6 – Built Form

Assessment against Considerations

Element Objectives	Considerations	✓	Comment
O6.1 To ensure that the built form is responsive to the purpose, context and intended character of the precinct.	C6.1.1 Address how the precinct built form will respond to the physical and cultural characteristics of the precinct.		- The existing site is noted for: - An extensive network of large pine trees, London plane trees and some eucalypts, particularly within the large verge setbacks. Pine trees serve as an important historical marker, as the site was part of the Collier Pine Plantation throughout the first half of the 20th century. - Modest building heights of 1 to 4 stories. - Mixed architectural built form – including contemporary geometric office park designs and 1980s Perth Regional pitched terracotta roof designs. - Built form that follows the site's sloping terrain. - Its agglomeration of technology/research land uses and connection to Curtin University to the south. - The following built form requirements and objectives of the PSP respond to the existing noted physical and cultural characteristics of the site: - Retention of trees through setback controls, built form design, and sustainability principles (see cl 3.7.3 for example). - The City's Local Planning Policy 3.2 - Tree Retention will also reinforce these provisions. - General building height limit of 6 stories (some landmark sites may go higher). This is considered suitable as it provides additional density without dwarfing the existing buildings on site. Additionally, the 6-storey height limit is below the height of the adult maritime pine tree. - No specific architectural built-form requirements are noted outside the landmark site, nor are general ground-level activation principles. Landmark sites are to achieve 'distinct architectural features, such as prominent roof form, curved walls, artistic elements, or distinct tower features, that reinforce their landmark function'. - Height and building form are to respond to the site characteristics, including the changes in topography (see 3.7.1 Height).
	C6.1.2 Manage the built form transitions between and within the precinct.		- The precinct has limited interaction with neighbouring sites due to the surrounding road layout, which disrupts any flow or transition between sites. - The only site interaction is with the northern neighbours, which is a large semi-industrial/agricultural site owned by the DPIRD and slated for future residential redevelopment. Therefore, built form transitions to this site are of low relevance. - Within the site itself, the proposed built form provisions are largely the same throughout, with differences depending on frontage or 'landmark locations'. - The landmark locations are within the southern half of the site, which is up to 20m lower in ground level than the northern portions of the precinct. This design choice helps provide a transition from the potentially taller buildings in the south to the generally lower

Bentley Tech Park PSP: SPP 7.2 Assessment

Element Objectives	Considerations	✓	Comment
			buildings on higher ground to the north, forming a consistent flow of visual height from north to south.
	C6.1.3 Promote a diversity of built form types appropriate to the precinct.		- Similarly to the above, the general built form provisions are the same throughout, with differences based upon the street frontage type and landmark locations. - The overall built form outcome will primarily be market-led, reflecting the specialised nature of the business/business centre. This is considered appropriate given that the central aim of the precinct is to support and foster a technology and research hub, requiring a degree of flexibility in design to meet niche demands. - This adaptable model is likely to produce a wide variety of architectural and built form products suited to the technical and operational requirements of a land use/business. i.e. a data centre requires specific efficient design elements to help maximise productivity and energy use, such as a geometric design, air flow, limited glass, and heat management. - Landmark sites host specific architectural and built-form requirements that encourage high-quality, unique designs. Some elements included in cl 3.7.5 (Landmark and Prominent Building Feature Locations) are: <i>visual markers and contribute to a memorable precinct identity</i> <i>wayfinding, frames key views and strengthens the legibility of the precinct</i> <i>prominent architectural features, supported by complementary public realm treatments</i> <i>exhibits exemplary architectural quality, with heightened attention to detailing, articulation and materiality</i>
	C6.1.4 Identify buildings with potential for retention and adaptive reuse (including temporary use) with a priority on heritage buildings and buildings that contribute to place character.		- In Part 2 of the PSP Document, the existing buildings identified for retention or redevelopment are shown in Figure 37, p. 192. - One site of heritage significance is the former Forests Department Headquarters grouping located to the north of sub-precinct 2. The group of buildings is noted for its 'intact example of a Late 20th century Perth Regional style executed in brick and tile for a government office within the remnant pine plantation'. The unique design and cultural value of this building group serve as a physical signifier of the area's history and contribute significantly to the place and character. - Vacant lots and spaces within and surrounding the existing buildings, as well as the numerous demountable buildings in sub-precinct 2, are noted for development potential. 9 lots within the sub-precinct 1 are currently undeveloped, cleared and graded for development. These lots have recently been put on the market to coincide with the initiation of the BTP PSP. - The newer buildings within the precinct, including the CSIRO complex, Pawsee Supercomputer and DBCA building, are noted for retention and currently comprise the key anchors of the site.
O6.2 To ensure building placement, scale and massing is appropriate for the intended precinct	C6.2.1 Set height controls to ensure buildings within a precinct have a positive impact on the		- The precinct currently hosts buildings ranging in height from 1 to 4 stories. - The proposed PSP enables building heights up to 6 stories precinct-wide. This is considered acceptable as it enables greater development potential without significant negative impacts on existing sites.

Bentley Tech Park PSP: SPP 7.2 Assessment

Element Objectives	Considerations	✓	Comment
and streetscape character.	surrounding streetscape and public spaces.		- The 6-storey height limit is below the height of the abundant adult maritime pine trees. - A 12-storey height limit applies to sites located at 'landmark locations' as noted on the sub-precinct maps. The landmark locations are generally along Kent Street, a main arterial road with little place and streetscape value. - The taller pine trees within the precinct are roughly in line with a 12-storey building. The existing network of large trees and other flora will soften the impact of taller buildings on the streetscape and public spaces. - See Figure 55 on p. 227 for an example of building articulation requirements and their relationship to the tree network. - As per cl3.7.1, provisions regarding the height of buildings within a development are as follows: 'recognises and responds to the existing landscape characteristics, including the scale of the existing tree network'.
	C6.2.2 Develop setback controls in consideration of the intended relationship between buildings, and between buildings and the street.		- Street setback controls depend on the street frontage type, which is categorised by its place and movement value (see page 28). - The 'urban active' street frontage has no minimum street setback and a maximum of 2m. This is appropriate, as this section of the street has a high place value, with POS, pedestrian-oriented streets, and a mixed-use node. - The 'Landscape' street frontage has a 15m street setback minimum and 25m maximum, and is mostly located along major roads and tree-dense frontages. This is suitable to ensure sufficient setbacks are provided to sensitive road infrastructure and to support the retention of the tree network along the verge and front portion of the lots. - The street setback provisions provide flexibility where appropriate, whilst encouraging activation in key locations. For the reasons noted above, these provisions are considered appropriate. - The minimum side setback is 3m, precinct-wide.
	C6.2.3 Apply built form envelopes to define the streetscape and reinforce the precinct character.		- No specific potential built form envelopes have been included within Part 1 of the PSP document. - The maximum building envelope and height are shown in Part 2, Figure 52, page 226. The envelopes noted are unlikely, as site constraints such as topography, the tree network, setbacks, and access would influence building design, size, and placement.
	C6.2.4 Determine plot ratio controls appropriate for the existing or intended future character of the precinct, where relevant.		- No specific plot ratio controls are included or noted within the PSP document. - Other requirements, including setbacks, height, parking, access, subdivision, existing vegetation, and topography, will dictate the plot ratio outcomes. - Flexibility is a key priority of the PSP to support its status as a Specialised Centre under the Bentley-Curtin ACP. The inherent nature of the prescribed 'research and development' land use requires forward-thinking and adaptable provisions to ensure future technology can be supported.
O6.3 To ensure that built form design reduces	C6.3.1 Locate and arrange buildings to optimise solar access to		Provisions on solar access and overshadowing can be found in cl 3.7.1 (Building Height), including consideration of 'daylight and solar access to adjoining and nearby public open spaces and streets'.

Bentley Tech Park PSP: SPP 7.2 Assessment

Element Objectives	Considerations	✓	Comment
energy demand across the precinct by facilitating climate-responsive design.	buildings and the public realm.		- Furthermore, solar access was considered in the analysis and development of the PSP, noted in the Urban Ecology section (and others) of Part 2 of the document. - As residential development is generally not preferred, the importance of solar access for aspects of living is less integral than it would otherwise be. Several technology/research land uses (such as data centres or laboratories) require a controlled environment and are unlikely to utilise solar access. - Topography will play a key role in the design and the impact of overshadowing, given the site's extensive slope. This is a crucial consideration in the assessment of building height and setbacks within the report.
	C6.3.2 Consider the placement and layout of buildings to optimise natural ventilation and minimise wind impact at street level and on adjoining properties, public spaces, and streets.		The PSP document does not explicitly consider ventilation or wind impact.
	C6.4.1 Design and setback buildings to enable passive surveillance and outlook to the street.		- The proposed street frontage types of urban, urban active, and pedestrian access way, encourage activation and interaction with the street through clear glazing, outward facing frontages, awnings and condensed street setbacks (see cl 3.7.4 and 3.7.4.1 for examples). Through these design elements, buildings along the above street frontage types will enable passive surveillance and street outlook. - The other street frontages (business park and landscape) feature larger setbacks (up to 25m to enable tree retention) and do not activate the street to the same extent. This is considered acceptable given these frontages primarily face major roads (Hayman and Kent) or internal movement-oriented streets. Some extent of passive surveillance will be required for all frontages through clear glazing and building orientation.
	C6.4.2 design for weather protection for pedestrian priority streets and public spaces, where appropriate.		- The PSP document provides designs for upgraded and new roads and public spaces within the precinct. These are likely to change in due course, but the principles will remain the same. - An example of POS and street design with weather protection and pedestrian priority can be found in 3.7.7.2 POS 2 - noting shading, a climate-responsive design, a safe, active street, and a 'plaza' design. Similar designs can be found along much of the new and upgraded streets within the precinct, particularly on roads 1 and 2. - The extensive tree network will also help protect against the weather.

City Response and Recommendations

Consideration	Response	Recommendation
C6.1.1 Address how the precinct-built form will respond to the physical and cultural characteristics of the precinct.	- Built form provisions are intended to support land uses for a 'specialised technology precinct' by enabling large footprint buildings, no limit parking, utilities, energy generation, servicing and adaptability. - The draft PSP provides an acceptable response to C6.1.1.	N/A

Bentley Tech Park PSP: SPP 7.2 Assessment

Consideration	Response	Recommendation
C6.1.2 Manage the built form transitions between and within the precinct.	- Overall, the built form provisions provide adequate transitions where appropriate between lots through street frontage and landmark provisions. - The draft PSP provides an acceptable response to C6.1.2.	N/A
C6.1.3 Promote a diversity of built form types appropriate to the precinct.	- Considering all the above, the PSP document, given its contextual factors, suitably promotes a diversity of built form types appropriate to the precinct and its intent. - The draft PSP provides an acceptable response to C6.1.3.	N/A
C6.1.4 Identify buildings with potential for retention and adaptive reuse (including temporary use) with a priority on heritage buildings and buildings that contribute to place character.	- Some level of retention planning has been included in the draft PSP, although no heritage listed sites are contained within the site. - The draft PSP provides an acceptable response to C6.1.4.	N/A
C6.2.1 Set height controls to ensure buildings within a precinct have a positive impact on the surrounding streetscape and public spaces.	- The large lot sizes, combined with setback requirements, and the generally vast, open, tree-lined nature of the precinct, provide sufficient controls and site factors for development to have a positive impact on the existing and future surrounding streetscape and public spaces. - The draft PSP provides an acceptable response to C6.2.1.	N/A
C6.2.2 Develop setback controls in consideration of the intended relationship between buildings, and between buildings and the street.	- Ultimately, much of the building design will be dictated by the tree network, topography, access, lot size, and the nature of the proposed land use. For these reasons, the side setback requirements are considered acceptable, as they provide a minimum base to work from. - The draft PSP provides an acceptable response to C6.2.2.	N/A
C6.2.3 Apply built form envelopes to define the streetscape and reinforce the precinct character.	- Although not explicitly provided within part 1 of the document. Given the nature, scope, and objectives of the precinct, as well as the supporting information in part 2, - The draft PSP provides an acceptable response to C6.2.3.	N/A
C6.2.4 Determine plot ratio controls appropriate for the existing or intended future character of the precinct, where relevant.	- Although no plot ratio controls are included, other built form requirements, the objectives, and environmental/topographical constraints, will provide sufficient guidance for plot ratio whilst retaining a high degree of flexibility. - The draft PSP provides an acceptable response to C6.2.4.	N/A
C6.3.1 Locate and arrange buildings to optimise solar access to buildings and the public realm.	- Although not extensively discussed, solar access is a consideration of building height objectives. The large lot sizes, considerable street setbacks, and the site's general openness lend themselves to reducing potential issues with solar access for future development. - The draft PSP provides an acceptable response to C6.3.1.	N/A
C6.3.2 Consider the placement and layout of buildings to optimise natural ventilation and minimise wind impact at street level and on adjoining properties	- The importance of this design consideration may be less integral compared to a residential precinct and is likely to be minimised through: - Large lot sizes - Sizeable street setbacks and road reserves - Several existing open/undeveloped sites and spaces	1. Amend Section 3.7 to include additional provisions considering ventilation and street wind impacts as part of built form design.

Bentley Tech Park PSP: SPP 7.2 Assessment

Consideration	Response	Recommendation
and public spaces and streets.	Notwithstanding the above, the document fails to give sufficient consideration to the active/mixed-use sites along proposed Road 2 and to taller landmark sites.	
C6.4.1 Design and setback buildings to enable passive surveillance and outlook to the street.	- The proposed setback and frontage controls are considered adequate to support passive surveillance and street activation where appropriate. - The draft PSP provides an acceptable response to C6.4.1.	N/A
C6.4.2 design for weather protection for pedestrian priority streets and public spaces, where appropriate.	- The existing tree network, combined with new street designs and enhanced landscaping, will deliver improved street and public realm outcomes, giving greater priority to pedestrians within a protected, safe environment. - The draft PSP provides an acceptable response to C6.4.2.	N/A

Schedule of Submissions

Bentley Technology Park Precinct Structure Plan

Submission No.	Submitter Address	Summary of Submission	City Response	City Recommendation
01	Comer Street, Como	Proposal is unlikely to affect them and is supported.	Noted.	Nil
02	Dick Perry Avenue, Kensington	Submitter works in BTP and notes the following points: - Additional parking needs to be provided underground given the precinct size. - Public transport improvements should also be considered. - Precinct does not currently host sufficient land uses to support its primary function, additional hospitality and childcare opportunities should be considered. - Important to consider all aspects of how a user is to function within the site, including access, parking, childcare, lunch, green space, and exit.	<u>Traffic, Movement and Parking</u> DevelopmentWA's draft Precinct Structure Plan (PSP) is informed by a Transport Impact Assessment (TIA) noting the parking supply within the Precinct as generally unconstrained in distribution, being provided at no cost to users, and being managed on a site-by-site basis. This reflects the Precinct's evolution as a campus-style employment area with a strong reliance on private vehicle access. The TIA recommends introduction of a sub-precinct parking maximums comprising: 1,140 bays for Technology Park West 1,842 bays for Technology Park Centre These caps are described as providing an important strategic context for future parking provision and will influence how parking supply is managed as the precinct evolves. The TIA modelled low and medium growth scenarios which found both scenarios as generally within the acceptable traffic metrics for congestion. Several key intersections were flagged as requiring upgrades over the medium-long term to support increased road patronage.	

Submission No.	Submitter Address	Summary of Submission	City Response	City Recommendation
			Furthermore, it is expected that all future development applications are be accompanied by a traffic impact assessment to support and rationalise parking and traffic generation. On the matter of parking for new development, onsite car parking will be provided in accordance with the City's Local Planning Policy 2.3 Non-Residential Parking. Subsequent onsite parking can be located at grade/above ground or below ground within a basement configuration. When provided at grade or above ground, the draft PSP provides element objectives that seek to ensure 'development positively enhances street appearance, activity, landscaping, pedestrian safety and comfort, and achieves good design to all public frontages'. The associated acceptable outcomes identify the preferred location for parking areas as 'sleeved or screened to minimise visual prominence and maintain a high-quality streetscape interface'. The draft PSP has been designed to allow for a future Mid-Tier transit services and associated transit stops along the Kent Street corridor. This long-term project is likely to support a transition to a more mixed transport mode for users of the site. The draft PSP also proposes new pedestrian and road connections to support a more permeable and flexible urban structure including a new internal north-south road in Sub-Precinct 2 to improve circulation, unlock development opportunities and strengthen links	

Submission No.	Submitter Address	Summary of Submission	City Response	City Recommendation
			between sub-precincts. In addition, a pedestrian and cyclist connection is proposed within Sub-Precinct 2 to provide more direct routes between key destinations, including proposed areas of Public Open Space, bus stops, employment areas and surrounding streets. These connections are intended to be delivered progressively through subdivision and redevelopment, ensuring the framework remains adaptable while improving overall connectivity and walkability. <u>Supporting Land Use</u> DevelopmentWA's draft PSP provides opportunity to introduce more complementary land uses including small-scale retail, restaurants, cafes, and child care premises. These are selected to support daily life, enhance day-to-day amenities, and contribute to a more vibrant precinct. These 'additional uses' are identified for the ground floor of new development abutting proposed Public Open Spaces along the proposed future north-south road in Sub-Precinct 2. <u>All of Precinct Consideration</u> The draft PSP has also applied a place and movement framework which seeks to identify locations of anticipated 'movement' value and 'place' value across all precincts. By balancing the dual role of streets, as movement corridors and as places for activity, interaction and public life, the draft PSP the intended function of each road or corridor informs street design,	

Submission No.	Submitter Address	Summary of Submission	City Response	City Recommendation
			landscape treatments, and the streetscape interface of private lots.	
03	David Street, Kensington	Submitter is a local and is supportive of the proposal generally but notes the importance of tree preservation, cockatoo habitats and a low impact/sensitive design. Notes recent examples of developments in the area (Elizabeth Baillie and Burswood Park) which saw the removal of trees and natural land.	<u>Trees and Black Cockatoo Habitat</u> DevelopmentWA's draft PSP was developed and informed by an Environmental Assessment Report which included a black cockatoo habitat assessment over portion of the Precinct. The results of this survey found approximately 1.48 ha of high-quality black cockatoo foraging habitat and noted trees within the precinct having potential to provide roosting habitat. The Environmental Assessment Report notes that where impacts to potential black cockatoo habitat trees cannot be avoided, a referral to the Department of Climate Change, Energy, Environment and Water (DCCEE) may be required in accordance with <i>Environmental Protection Act 1986</i>. In response to this, the draft PSP has included several objectives and built form requirements which focus on strengthening existing ecological assets, including the retention of high-value trees and established green links, while expanding canopy cover and embedding water sensitive urban design. Additionally, it should be noted that all future development proposals which seek to remove 'regulated' trees will be required to be assessed against the requirements and objectives of the City's Local Planning Policy 3.2 – Tree Retention.	Notwithstanding the comments provided, the City has recommended the following relevant modification to the draft PSP: • Strengthen tree retention provision as part of development and subdivision requirements; and • Include greater guidance on tree replacement and planning as part of an ecological succession strategy, given the lifespan of the existing pine trees.

Submission No.	Submitter Address	Summary of Submission	City Response	City Recommendation
			<u>Other</u> The City cannot comment on the noted recent developments as they are located within the Town of Victoria Park and not the City of South Perth.	
04	Streere Street, Bridgetown	Opposes the plan and has concerns regarding: • Loss of critical habitat and community space. • Redevelopment planned for Como and Collier Reserve. • The impact on black cockatoo and black swan habitats. • The existing high pressure on the local environment, biodiversity and climate change. • Lack of natural conservation involved with development.	<u>Trees and Black Cockatoo Habitat</u> Refer to response to Submission 3 <u>Community Space</u> The existing site is wholly comprised of private land and road networks. The draft PSP proposes three new areas dedicated for public open space which will help foster new adaptable and publicly accessible community spaces. The submission refers to Collier Reserve which is not subject to this draft PSP.	See recommendation to Submission 3
05	Bland Street, Como	Has concerns regarding increased traffic, noise pollution, tree loss, and black cockatoo habitats.	<u>Traffic and Parking</u> Refer to response to Submission 2 <u>Noise Pollution</u> All future development will be required to follow the Australian standards for noise pollution in line with the <i>Environmental Protection Act 1986</i> and <i>Environmental Protection (Noise) Regulations 1997</i> . Should new noise sensitive development be approved, the draft PSP recommends incorporation of a notification on the title advising of potential noise	See recommendation to Submission 3

Submission No.	Submitter Address	Summary of Submission	City Response	City Recommendation
			and/or vibration impacts, with this notification being included on the diagram or plan of survey pursuant to Section 70A of the <i>Transfer of Land Act 1893</i>. Additionally, an acoustic report may be required to be submitted as part of future development applications where relevant to the development proposal. <u>Trees and Black Cockatoo Habitat</u> Refer to response to Submission 3	
06	Axford Street, Como	Local resident appreciates the potential benefits of the precinct and the attempts to preserve many large trees within the PSP but has concerns surrounding the loss of black cockatoo habitats and natural environment.	<u>Trees and Black Cockatoo Habitat</u> Refer to response to Submission 3	See recommendation to Submission 3
07	Le Souef Drive, Kardinya	Concerns surrounding the destruction or development of any land and in particular its impact on black cockatoo habitats.	<u>Trees and Black Cockatoo Habitat</u> Refer to response to Submission 3	See recommendation to Submission 3
08	Byass Rise, Leeming	Submitter works in BTP and notes the following points: • They value the existing trees and their contribution in supporting back cockatoos. • All mature trees and important habitat areas should be protected and expanded as part of redevelopment. • The proposed structure plan provisions are not adequate to	<u>Trees and Black Cockatoo Habitat</u> Refer to response to Submission 3 <u>Building Heights</u> DevelopmentWA's draft PSP includes building height provisions to ensure development recognises and responds to the existing landscape characteristics, including the scale of the existing tree network.	See recommendation to Submission 3

Submission No.	Submitter Address	Summary of Submission	City Response	City Recommendation
		guarantee the retention and ecological succession of tree network. - Advocates for stronger local conservation outcomes and a more sustainable, liveable community. - Ensure building height remain below tree canopy to maintain the benefits of the tree network both visually and environmentally. - Greater funding and commitment to the maintenance and protection of these ecosystems is needed.	The precinct wide 6-storey height limit is considerably below the height of the abundant adult maritime pine trees. The 12-storey height limit, which is available to sites located on 'landmark locations' as noted within the sub-precinct maps, is in line with the height of the taller mature pine trees. Additionally, the landmark locations are generally located along Kent Street which is a main arterial road with little place and streetscape value. The existing network of large trees and other flora within the road setback will help soften the impact of taller buildings onto the streetscape and public spaces. Furthermore, by enabling potential for greater building heights, future developments are able to reduce their building footprint and therefore support improved biodiversity outcomes.	
09	Thelma Street, Como	The ecosystem of birds is a key reason the submitter chose to live in the area. Continual loss of trees in the area exacerbates any future tree loss proposed by this plan. Tree protection should be prioritised over development, particularly given the age and size of the trees.	<u>Trees and Black Cockatoo Habitat</u> Refer to response to Submission 3	See recommendation to Submission 3
10	Planet Street, Carlisle	The submitter does not support the objective of the draft PSP in its current form for the following reasons: Insufficient detail provided about the scale, environmental impacts, traffic	<u>Insufficient Information</u> The purpose of the draft PSP is to provide guidance for future development of the precinct. Given the document is only to guide and coordinate future development and infrastructure, the specifics of the final built form, and	See recommendation to Submission 3

Submission No.	Submitter Address	Summary of Submission	City Response	City Recommendation
		implications, and biodiversity protections associated with the proposal. - The area is important to black cockatoo roosting and is a known vehicle collision hotspot for wildlife. - The site's tree network provides an integral link to Jirdup Bushland. - The pine trees are nearing end of life and long-term replacement needs to be considered. - The precinct should prioritise passive urban design and environmental outcomes first and foremost. Any redevelopment should be low-impact, limited in scale, and designed to minimise additional traffic and habitat fragmentation. - The precinct should largely remain focused on its purpose as a scientific and research hub with minimal urban development. - Any increase in traffic, road widening, lighting, noise, or urban intensity is likely to worsen these impacts unless strict environmental protections are embedded from the outset. - At minimum, the Structure Plan should include:	other resulting effects, cannot be exactly determined. Such elements are primarily dealt with at development application stage. The PSP has been prepared in accordance with the manner and form provided in the <i>WA Planning Manual: Guidance for Structure Plans</i>, and State Planning Policy 7.2 Precinct Design (SPP7.2) and the associated Precinct Design Guidelines. To ensure the outcomes are appropriate, the objectives and guidelines proposed within the draft PSP have been informed by a number of specialist reports, including a Needs Assessment, Environmental Assessment Report, Local Water Management Strategy, Engineering Servicing Report, Transport Impact Assessment, and a Sustainability Strategy. <u>Trees and Black Cockatoo Habitat</u> Refer to response to Submission 3 <u>Built Form</u> The developable lots contained within the PSP are located a minimum of 100m from the closest residential dwellings along Blamey Place in Como. The view of the Tech Park site is heavily screened via the extensive network of landscaping and trees along Blamey Place and Hayman Road. Additionally, any development within the site which fronts Hayman Road is setback a minimum of 6m to 15m (depending on the site).	

Submission No.	Submitter Address	Summary of Submission	City Response	City Recommendation
		- o legally enforceable Black Cockatoo habitat protections; - o ecological corridor retention and expansion; - o mandatory long-term revegetation and canopy targets; - o independent ecological monitoring; - o strong traffic-calming and wildlife-sensitive road design; - o restrictions on building scale and site intensity; and - o clear limits on tree loss and habitat fragmentation.	The 'Landmark Location' sites, which allow additional heights of up to 12-storeys, are located internally within the greater site or along the Kent Street frontage and not located along Hayman Road or fronting residential areas. Considering the above factors, the potential built form outcomes of the draft PSP are unlikely to directly impact nearby residential amenity. Additionally, it is noted that similar existing built form designs can be found in nearby proximity within Curtin University to the south. <u>Precinct Purpose</u> The vision and purpose of the draft PSP is drawn from the existing Bentley-Curtin Specialise Activity Centre Plan which designates the subject site as a specialised centre for 'research and development'. The draft PSP has been formed to guide the coordinated redevelopment and revitalisation of the Bentley Technology Park with a focus on developing science, technology and research land uses. The broad purpose of the site is to continue its current nature. Growth is planned to leverage existing anchor assets such as the Pawsey Supercomputing Research Centre, Commonwealth Scientific and Industrial Research Organisation (CSIRO) facilities, NovaCina and Curtin University facilities. <u>Traffic and Parking</u> Refer to response to Submission 2	

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11	Welwyn Avenue, Manning	The submitter has concerns with the following of the proposal: - The Collier Reserve precinct is a roosting and foraging habitat for the endangered black cockatoo. The draft PSP threatens this habitat through increased building heights up to 52 metres, construction disturbance, and potential loss or degradation of these trees. - The projected increase of up to 4,564 additional jobs and 175,429m² of floorspace will generate severe traffic impacts on surrounding local roads including Hayman Road and Thelma Street, which already experience issues with rat running and hooning. Greater traffic management is required. - The neighbourhood character will be visually dominated by six to twelve storey buildings without adequate setbacks or mature canopy screening. The proposed "nature-focused" open space is vague and not guaranteed to be genuinely public or ecologically functional.	<u>Trees and Black Cockatoo Habitat</u> Refer to response to Submission 3 <u>Traffic and Parking</u> Refer to response to Submission 2 <u>Neighbourhood Character and Built Form Scale</u> Refer to response to Submission 10	See recommendation to Submission 3

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12	David Street, Kensington	Resident highly values the existing tree network and bird ecosystem and often walks through the Technology Park precinct. Aspects such as the cooling effect of trees, nesting hollows, bee eater burrows need to be considered in the proposal.	<u>Trees and Black Cockatoo Habitat</u> Refer to response to Submission 3	See recommendation to Submission 3
13	Success Crescent, Salter Point	Resident is concerned with the impact onto black cockatoo roosting and feeding habitats and the future planning of the tree network given its age. Proposal requires a tree planting target to support canopy increase.	<u>Trees and Black Cockatoo Habitat</u> Refer to response to Submission 3	See recommendation to Submission 3
14	Manning Road, Manning	Retention of trees and fauna habitat needs to be prioritised considering the environmental sensitivity and local importance.	<u>Trees and Black Cockatoo Habitat</u> Refer to response to Submission 3	See recommendation to Submission 3
15	Ryrie Avenue, Como	Resident lives adjacent to Tech Park and believes the proposed precinct plan will negatively affect them due to increased traffic, loss of trees, loss of character as a result of large-scale development. The submitter also notes: - Tree retention needs to be a priority, especially for black cockatoo habitat protection. - Importance to strengthen urban biodiversity corridors through a clear long term ecological succession strategy.	<u>Trees and Black Cockatoo Habitat</u> Refer to response to Submission 3 <u>Open Space and Green Links</u> The existing site is wholly comprised of private land and road networks. The draft PSP proposes three new areas dedicated for public open space which will help foster new adaptable and publicly accessible community spaces. The new dedicated open space will assist the retention of green links and provide shaded spaces for gathering. <u>Traffic and Parking</u>	See recommendation to Submission 3, with the following additional recommendation: The creation of an additional POS space in the south-eastern section of sub-precinct 2 (Corner of Kent and Hayman)

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		• Opportunity to create more public open space, green links, shaded streetscapes and landscape-led gathering areas for the wider community. • Lack of information surrounding traffic, parking, public transport, and vehicle movement generally, particularly their impacts and management within the wider road network. • The proposed building scale may be visually imposing where it faces nearby low scale residential streets.	Refer to response to Submission 2 <u>Built Form Scale</u> Refer to response to Submission 10	
16	Thelma Street, Como	Resident lives near the PSP site and believes it will negatively impact them in regard to neighbourhood character, liveability, traffic and environmental quality. They have concerns regarding: • The impact on to the tree network, black cockatoo habitats. • They support the general idea of urban renewal of underutilised land within Tech Park but the proposed PSP does not adequately sympathise with the wider area and its environmental importance, or provide community benefits.	<u>Trees and Black Cockatoo Habitat</u> Refer to response to Submission 3 <u>Traffic and Parking</u> Refer to response to Submission 2 <u>Built Form Scale</u> Refer to response to Submission 10	Notwithstanding the comments provided, the City has recommended the following modification to the draft PSP: • Strengthen tree retention provision as part of development and subdivision requirements; and • Include greater guidance on tree replacement and planning as part of an ecological succession

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		- The proposed height limits are not appropriate considering its proximity to low-density residential areas. - The proposed design objectives is the plan are supported although greater emphasis on its interaction with nearby residential areas needs to be considered, such as height transitions, softened edges, landscape buffers, architectural design. - Traffic, parking and local street impacts also need to be addressed in greater detail		strategy, given the lifespan of the existing pine trees.
17	Kennard Street, Kensington	The submitter is a member of the Management Committee of the Friends of Jirdarup Bushland and believes the plan has the potential to impact the green corridors emanating from the bushland across both South Perth and Victoria Park. Given the proposed development of the DPIRD site, increased building density will have a significant impact. They welcome the commitment to tree retention and green links. The submitter also notes the recent planting along Kent Street by the ToVP and encourages the greater implementation of local provenance and endemic plant species into the PSP objectives over the maintaining pine trees	<u>Trees and Black Cockatoo Habitat</u> Refer to response to Submission 3	

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		that are remnants of an earlier pine plantation.		
18	Unwin Crescent, Salter Point	Submitter is concerned with the impact onto black cockatoos and believes the proposal does not adequately support their continued habitat. Key comments noted include: - The submitter supports the PSPs emphasis on retaining mature trees but is disappointed that the plan does not acknowledge the precinct's role within the wider Carnaby's black cockatoo super roosting landscape. - All existing cleared or low-value areas should be developed first. - Replacement plantings should begin immediately so that future foraging resources are established well before the existing pines decline. This staged approach — retain now, plant early, transition gradually — is essential for maintaining habitat continuity for Carnaby's cockatoos. - Supports the plan's recognition of the need for a safe, continuous cycling network and encourage the inclusion of minimum sheltered bicycle parking requirements, particularly at building frontages, to support active transport.	<u>Trees and Black Cockatoo Habitat</u> Refer to response to Submission 3 <u>Cycling infrastructure</u> The draft PSP proposes improved cycling infrastructure and safety within the new street designs. This includes new bicycle lanes, improved road surfaces, shared paths, and reduced motor vehicle speeds. The draft PSP also proposes new pedestrian and road connections to support a more permeable and flexible urban structure including a new internal north-south road in Sub-Precinct 2 to improve circulation, unlock development opportunities and strengthen links between sub-precincts. In addition, a pedestrian and cyclist connection is proposed within Sub-Precinct 2 to provide more direct routes between key destinations, including proposed areas of Public Open Space, bus stops, employment areas and surrounding streets. All new bicycle parking and end of trip facilities will be required to be provided within development sites in accordance with the City's Local Planning Policy 2.3 – Non-Residential Parking. This ensures safe, convenient, and efficient access and parking is provided for cyclists who utilise the precinct.	

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19	Brodie-Hall Drive, Bentley	Submitter noted the following key points: - The survey in the PSP suggests 62% is the current utilisation of free street carparking. In reality it is normally at capacity. Street parking should remain free within the Park. Surrounding streets with street parking such as (Brodie-Hall Drive, Sarich Way) will be impacted by the resulting traffic and parking. - Curtin University students park on the roads within the PSP. The PSP should consider ways to discourage this activity. - Recommend the retention of all street parking within the site. Critical to the operation of business and success of the PSP. - Further public transport options should be explored considering the current limited access. - Hayman Rd/Burvill Court future should remain open or be a left in, left out only. - Concern with Data Centres within the PSP – in particular consistent low frequency noise issue to surrounding areas. - Power – concerns on power limitation to the PSP area, which could lead to	<u>Traffic and Parking</u> Refer to response to Submission 2 <u>Public Transport and Road Layout</u> The draft PSP has been designed to allow for a future Mid-Tier transit services and associated transit stops along the Kent Street corridor. This long-term project is likely to support a transition to a more mixed transport mode for users of the site. The draft PSP also proposes new pedestrian and road connections to support a more permeable and flexible urban structure including a new internal north-south road in Sub-Precinct 2 to improve circulation, unlock development opportunities and strengthen links between sub-precincts. In addition, a pedestrian and cyclist connection is proposed within Sub-Precinct 2 to provide more direct routes between key destinations, including proposed areas of Public Open Space, bus stops, employment areas and surrounding streets. These connections are intended to be delivered progressively through subdivision and redevelopment, ensuring the framework remains adaptable while improving overall connectivity and walkability. Any changes to the Hayman Rd/Burvill Court intersection would be subject to further traffic and engineering studies by the City. <u>Noise Pollution</u>	

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		issues within the surrounding network. Supportive of general principle of development in the area as a research/tech hub, proposed height limits, and the associated new potential open space, landscaping and hospitality offerings.	Refer to response to Submission 5 <u>Energy Use</u> Detailed energy use and infrastructure requirements are not included at the structure plan stage. As the site is already fully connected to the Perth's infrastructure assets, no further development in regard to this is required at this stage. All development proposals and associated infrastructure upgrades will be required to follow the requirements of the respective energy legislation.	
20	Dick Perry Avenue, Kensington	Submitter is the Department of Biodiversity, Conservation and Attractions (DBCA), and notes the following concerns: - Significant development is proposed which will impact on the feeding and roosting habitat of Carnaby's cockatoo, as the reserve and surrounding areas provide important foraging resources and habitat connectivity within the broader landscape. - DBCA considers the engagement to date by DevelopmentWA is insufficient, and there has been limited opportunity to have meaningful feedback.	<u>Cockatoo Habitat</u> Refer to response to Submission 3 <u>Consultation</u> Comments are noted. Submission will be provided to the WAPC for their consideration.	