

**5.7 ADVERTISING OF NEW POLICY - NORTH CLAISEBROOK PLANNING FRAMEWORK**

- Attachments:**
1. Draft North Claisebrook Planning Framework
  2. Survey Submissions

**RECOMMENDATION**

That Council **PREPARES** Local Planning Framework: North Claisebrook as at Attachment 1, for the purpose of community consultation, pursuant to Schedule 2, Part 2, Clause 4(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

**PURPOSE OF REPORT:**

For Council to approve for the purpose of community consultation the draft North Claisebrook Planning Framework (**Attachment 1**).

**BACKGROUND:**

On 15 November 2016, the City's [Local Planning Strategy](#) (Strategy) was adopted. It is the principal document for outlining and communicating the future land use planning of the City of Vincent. The Local Planning Strategy identified the need for a place-based approach to its key development areas, and highlighted Claisebrook as a strategic growth area.

On 13 December 2016 (Item 9.1.11) at its Ordinary Meeting, Council adopted [Local Planning Policy No. 7.1.1 – Built Form](#) (Built Form Policy). The Built Form Policy guides all development within the City of Vincent and has specific provisions based on location and user hierarchy.

In May 2018, The City's [Local Planning Scheme No. 2](#) (LPS2) was adopted and in line with the Strategy, it allows for increased density in the City's town centres and along transport corridors whilst maintaining the low to medium density of the established suburbs. The increase in density for the town centres and transport corridors was proposed to meet the density targets set by the [State Planning Framework](#).

Since adoption, Administration has continually monitored the performance of the Strategy and LPS2. One of the key issues identified is the review of density targets and the City's ability to meet these targets.

On 16 October 2018 (Item 13.1) at its Ordinary Meeting, The City's [Strategic Community Plan](#) (SCP) was adopted. The SCP outlines six community driven Council Priorities.

To address the Council Priorities of the SCP and manage the interface between higher density centres and corridors, with the lower density established residential areas as per the Strategy and LPS2, it is acknowledged that place-based planning frameworks are needed.

**DETAILS:**

The North Claisebrook Planning Framework (NCPF) project commenced in July 2022.

Research was undertaken to analyse the strengths, weaknesses, opportunities and threats (SWOT). Methods used include:

- a comprehensive desktop analysis to consider the history of area and what is happening now, review of relevant statutory frameworks, strategies, policies and plans that impact the area.
- site visits with all relevant areas of administration.
- site visits with members of the community.
- site and context mapping analysis.

The findings from the SWOT analysis guided the discussions with the community who then informed the subsequent sections of the NCPF.

## Community Consultation

The preparation of the NCPF included significant consultation with the local community. Several consultation methods contributed to its development:

- Survey on Imagine Vincent running for the duration of consultation.
- Drop-in session at a local market.
- A visioning workshop was held on 8 December 2022.
- A design workshop was held on 2 February 2023.

A verbatim overview of the comments received from the online survey can be found in **Attachment 2**.

Each engagement method sought to build upon the information obtained from the previous method. The key themes identified are as follows:

### What should be retained?

- Mature trees;
- Variety of land uses;
- Existing built form from character homes to brick warehouses;
- Existing road network with its one-way streets; and
- Low scale built form around Gladstone Street Reserve.

### What is needed?

- Day and night-time economy;
- Increased tree canopy and landscaping;
- Pedestrians and cyclists being prioritised over vehicles;
- Increased safety measures such as lighting, CCTV and increased Ranger patrols;
- Safe crossing point over Lord Street and improved wayfinding;
- Streetscape palette which is unique to the area; and
- Further investment into Gladstone Street Reserve.

### Where height should be located:

- Highrise developments should be located around the edges of the precinct, with the area surrounding Gladstone Street Reserve and the northern portion of the precinct being lower scale.

### Concrete Batching Plants:

- There was widespread support for the removal of the two concrete batching plants. The community saw the continued operation of these sites impeding the development and renewal of the area.

## Design Review Panel

The NCPF was presented to the Design Review Panel (DRP) on 12 October 2022 and 22 March 2023. Their comments include but were not limited to:

- Claisebrook is crying out for a defined vision for the area, but is in a holding pattern until the East Perth Power Station and concrete batching plants are redeveloped;
- Proposed heights should consider topography of the precinct;
- The precinct is closed off but has strong elements that have naturally occurred with a small park at the heart of the precinct which is a good public space asset. This is a focal point for the precinct;
- The human scale should be maintained around Gladstone Street Reserve; and
- The setback of buildings to create activation is supported.

These comments have been considered and incorporated into the draft NCPF.

**DETAILS:**

North Claisebrook is recognised as a 'strategic growth area' within the City's Local Planning Strategy. The NCPF included at **Attachment 1**, comprises five sections and appendix. A description of each section is as follows.

Part 1 – Policy

This section introduces the document, stipulates its statutory obligations with other relevant frameworks, provides the objectives of the policy, and defines necessary terms.

Part 2 – Context

This section includes a comprehensive analysis of the site area and recognises the relationship and roles the City has with the community and other stakeholders. This section also highlights how the NCPF relates to the SCP priority areas, what the gaps are and how the City could work towards achieving the SCP outcomes.

The strengths, weaknesses, opportunities, and threats (SWOT) analysis was completed by undertaking a comprehensive desktop analysis considering the history of the area and what is happening now, reviewing relevant statutory frameworks, strategies, policies and plans that impact the area, undertaking site visits with all relevant areas of administration and members of the community and completing site and context mapping analysis.

Part 3 – Where do we want to be?

This section includes the vision and objectives for both the public and private realm.

The vision, development objectives and the sub-precinct statement of intent are based on the feedback received from the community and provide guidance for development proposals within the planning framework area.

A vision that is supported by the community is integral to the planning framework, the vision for North Claisebrook speaks to the renewal of the precinct, improving alternative methods of travel through the precinct, recognising the precincts heritage fabric and encouraging a built form that is attractive and liveable.

The Development Objectives support the vision for the precinct and articulate the desired outcomes for development and urban renewal.

The NCPF area is made up of sub-precincts, each with its own statement of intent. The Statements of Intent describes the importance of this area and what its contribution to the precinct should look like.

Part 4 – The Private Realm: Built Form

This section reflects all development controls for privately owned land within the precinct and is divided into three parts; general requirements, development incentives for community benefit and sub-precinct provisions.

General requirements apply to all redevelopment within the precinct, including provisions around awnings and projections, façade designs, landscaping, environmentally sustainable design and materials and finishes.

The development incentives for community benefit provisions are a key component of the framework and achieve community benefit where proponents seek development height above the deemed-to-comply standard, to be considered for the maximum allowed height. A combination of community benefits needs to be provided by a developer to achieve this 'maximum'.

Sub-precinct provisions contain all the remaining statutory planning provisions that shape way development can occur. Some of these provisions relate to height, street, and lot boundary setbacks.

### Part 5 – The Public Realm: Place

This section presents a new Place Plan a strategic plan to guide the direction of funding and resources in a renewed precinct. All projects were developed through the rigorous context analysis and extensive community engagement processes. The projects have been categorised into the six Council Priorities of the SCP and have indicative timeframes, budgets and project leads.

#### **Modification of Built Form Policy:**

The NCPF will require amendments to the Built Form Policy. This amendment is purely administrative and will occur should the NCPF be adopted by Council.

#### **CONSULTATION/ADVERTISING:**

In accordance with the City's [Community and Stakeholder Engagement Policy](#), community consultation of all new and significantly amended policies must be provided for a period exceeding 21 days in the following ways:

- notice published on the City's website;
- notice posted to the City's social media;
- notice published in the local newspapers;
- notice exhibited on the notice board at the City's Administration and Library and Local History Centre;
- letters distributed to relevant local businesses, community groups and external agencies; and
- open days with the community to provide information and understanding of the framework.

Public notice of this proposed new policy will be provided following endorsement from Council to advertise.

Where possible, the community engagement period and methods will coordinate with the West Perth and North Perth Planning Frameworks.

#### **LEGAL/POLICY:**

- Section 2.7(2)(b) of the *Local Government Act 1995* provides Council with the power to determine policies.
- Perth and Peel @ 3.5 Million set out an overarching framework for the Perth and Peel region to shift to a more sustainable development pattern to accommodate a population of 3.5 million people by 2050.
- Metropolitan Region Scheme (MRS) broadly guides the distribution of land use throughout the Perth metropolitan region by designating 'zones' and 'reserves'.
- State Planning Policy 4.2: Activity Centres for Perth & Peel (SPP 4.2) specifies requirements for the planning, design and development of new activity centres, and the redevelopment and renewal of existing centres in Perth and Peel.
- State Planning Policy 5.4: Road and Rail Noise (SPP 5.4) seeks to minimise the adverse impact of road and rail noise on sensitive land uses or developments within a specified distance of significant freight and traffic routes.
- State Planning Policy 7.3: Residential Design Codes (R-Codes) Volumes 1 and 2 control the design of most residential development throughout Western Australia.
- The City's [Policy Development and Review Policy](#) sets out the process for the development and review of the City's policy documents.

#### **RISK MANAGEMENT IMPLICATIONS**

Low: It is low risk for Council to undertake community consultation of the NCPF. The NCPF has been informed by various consultation measures and will be extensively advertised to the community to ensure what is being proposed reflects what we have heard.

**STRATEGIC IMPLICATIONS:**

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

Enhanced Environment

*Our urban forest/canopy is maintained and increased.*

Accessible City

*Our pedestrian and cyclist networks are well designed, connected, accessible and encourage increased use.*

Connected Community

*We have enhanced opportunities for our community to build relationships and connections with each other and the City.*

Thriving Places

*Our town centres and gathering spaces are safe, easy to use and attractive places where pedestrians have priority.*

Sensitive Design

*Our built form is attractive and diverse, in line with our growing and changing community.*

*Our built form character and heritage is protected and enhanced.*

*Our planning framework supports quality design, sustainable urban built form and is responsive to our community and local context.*

Innovative and Accountable

*Our community is aware of what we are doing and how we are meeting our goals.*

*We are open and accountable to an engaged community.*

**SUSTAINABILITY IMPLICATIONS:**

This is in keeping with the following key sustainability outcomes of the *City's Sustainable Environment Strategy 2019-2024*.

Sustainable Energy Use/Greenhouse Gas Emission Reduction

The NCPF requires development in accordance with the City's Environmentally Sustainable Design principles.

**PUBLIC HEALTH IMPLICATIONS:**

This does not contribute to any public health outcomes in the *City's Public Health Plan 2020-2025*.

**FINANCIAL/BUDGET IMPLICATIONS:**

There are no financial or budget implications that come from advertising the NCPF. All costs associated with consultation will be met through the City's advertising budget.

**COMMENTS:**

In the hierarchy of the local planning framework, a local planning policy is the lowest level of statutory controls. Although the NCPF has been developed with rigour that is normally required for a precinct structure plan, it would not hold the same statutory weight.

The NCPF is bespoke to the precinct and seeks to guide all development within the public and private realms. It balances the need for increased density in line with State and Local Planning Frameworks with the community's vision for the area.



CITY OF VINCENT

# NORTH CLAUSEBROOK PLANNING FRAMEWORK

MAY 2023



## **ACKNOWLEDGEMENT OF COUNTRY**

The City of Vincent acknowledges the Traditional Owners of the land, the Whadjuk people of the Noongar nation and pay our respects to Elders past and present.

We recognise the unique and incomparable contribution the Whadjuk people have made and continue to make to our culture and in our community. We will continue to seek the input of the Traditional Owners.

The land on which we live, meet, and thrive as a community always was and always will be Noongar land.

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## HOW TO READ THIS DOCUMENT

The North Claisebrook Planning Framework (NCPF) is structured around five Key Focus Areas:

### POLICY

Sets out the **legislative requirements** of the NCPF including the relevant delegations, related policies, procedures and supporting documentation.

Sets the **policy purpose, objectives, operation, scope** and relevant **definitions**.

### CONTEXT

Outlines where we are now in North Claisebrook in relation to each of the Strategic Community Plan (SCP) Pillars: Enhanced Environment, Accessible City, Connected and Healthy Community, Thriving Places, Sensitive Design and Innovative and Accountable. As well as the results of the **stakeholder engagement** surrounding this.

### WHERE DO WE WANT TO BE

Sets out the **vision** and **objectives** of the NCPF that respond to the data and consultation collected in the 'context' focus area.

### THE PRIVATE REALM

The statutory provisions of the framework have been prepared to guide development in the private realm now and into the future. It is designed to be read in conjunction with Local Planning Scheme No.2 and SPP 7.3 Residential Design Codes Volumes 1 & 2.

### THE PUBLIC REALM

The placed-based actions of this framework have been created to improve outcomes and amenity within the public realm and outline how these can be delivered in the NCPF.

## HOW DO THE VISION, OBJECTIVES, PRIVATE REALM AND PUBLIC REALM RELATE?

### VISION

High level goal for the area.

### OBJECTIVES

Capture the major themes that will influence the future of the area.

### THE PRIVATE REALM

Captures how privately owned land will change in the future and the parameters around this.

### THE PUBLIC REALM

Captures how public land will be improved and how this will be achieved.

# 01 POLICY

## 1.1 PRELIMINARY

### 1.1.1 INTRODUCTION

The City of Vincent's Strategic Community Plan vision is, "In 2028, the City of Vincent is a leafy and vibrant 24 hour city, which is synonymous with quality design and sustainability. Its diverse population is supported in their innovative endeavours by a council that says YES!"

This is supported by the six strategic pillars of:

- Enhanced environment
- Accessible City
- Connected and Healthy Community
- Thriving Places
- Sensitive Design
- Innovative and Accountable.

The City of Vincent Local Planning Strategy (Strategy) sets out the long-term planning direction for the city by considering and applying State and regional planning frameworks, and community sentiment. It provides the rationale for the zones and other provisions within the local government area.

Local Planning Scheme No. 2 (LPS2) supports the Strategy. Part 2 of LPS2 sets out the Local Planning Framework and outlines the zones, appropriate land uses, density codes and other land reserved for public purposes.

The City has taken a place based planning approach in preparing the Strategy to inform LPS2. The key elements of the 'place based' approach to planning included the following:

- Planning to achieve a holistic view and integrated outcomes for an area;
- Creating sustainable outcomes specific to particular areas and their communities;
- Creating community commitment and capacity; and
- Ensuring community and stakeholder involvement and ownership in the process.

The Strategy intends to inform the preparation of local planning policies that will be adopted pursuant to LPS2, in particular the Precinct Policies for each of the place based areas of Vincent. This Planning Framework is a tool to achieve the Visions of the

Strategic Community Plan, LPS2 and the Strategy.

### 1.1.2 POLICY DEVELOPMENT

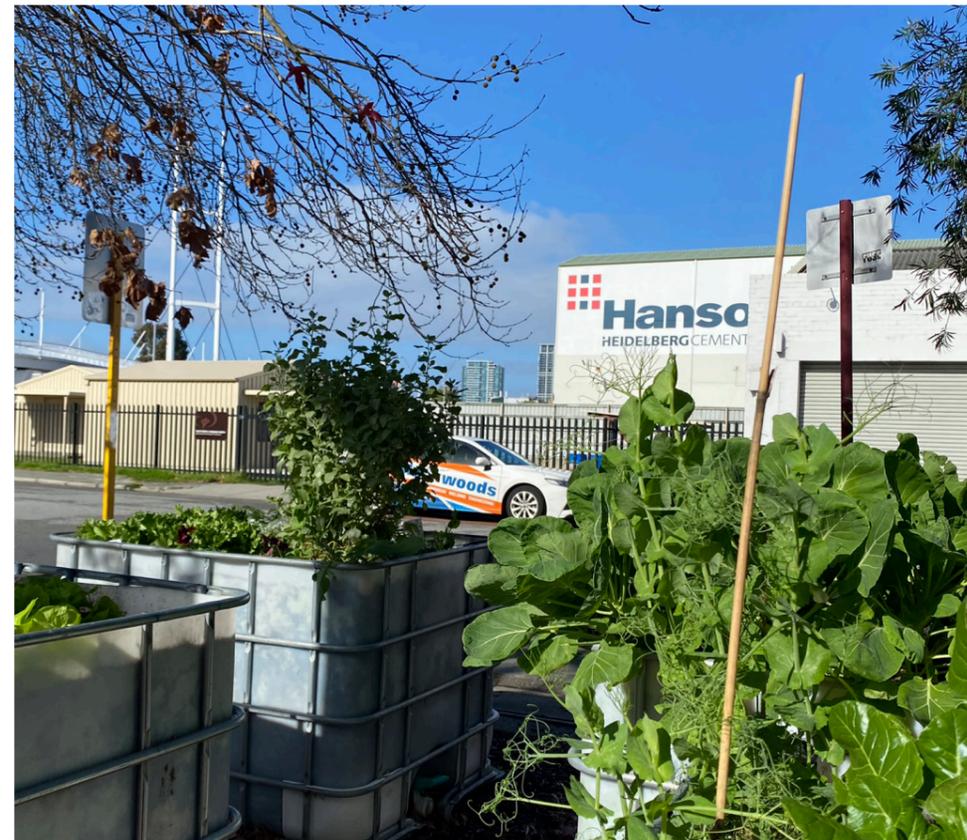
This Precinct Policy is a Local Planning Policy that has been prepared under the provisions of schedule 2, Part 2, Clause 4 of the Planning and Development (Local Planning Schemes) Regulations 2015.

### 1.1.3 RELEVANT DELEGATIONS

16.1.1 Determination of various applications for development approval under the City's Local Planning Scheme.

### 1.1.4 PURPOSE

The purpose of this Policy is to guide development within the public and private realms of the NCPF area.



### 1.1.7 RELATIONSHIP TO OTHER PLANNING INSTRUMENTS

#### R-CODES VOLUME 1

Where there is an inconsistency between this Policy and the R-Codes Volume 1, this Policy prevails to the extent of any inconsistency.

As contemplated by clause 7.3.1 of the R-Codes Volume 1, the Deemed-to-Comply criteria and Local Housing Objectives in this Policy replace or augment the equivalent Deemed-to-Comply and Design Principle provisions of the R-Codes - Volume 1. Table 4.5.1 of this Policy summarises the relationship between specific design elements addressed in the Policy and the R-Codes – Volume 2.

#### R-CODES VOLUME 2

Where there is an inconsistency between this Policy and the R-Codes Volume 2, this Policy prevails to the extent of any inconsistency.

The Acceptable Outcomes in this Policy augment or replace the Acceptable Outcomes in the R-Codes Volume 2

While addressing the Acceptable Outcomes is likely to achieve the Element Objectives and Policy Objectives, they are not deemed-to-comply standards and all applicants will need to demonstrate that the Element Objectives and Policy Objectives are addressed to the satisfaction of the City.

Development may also satisfy these objectives by alternative means or solutions.

Table 4.6.1 of this Policy summarises the relationship between specific design elements addressed in the Policy and the R-Codes – Volume 2.

#### OTHER LOCAL PLANNING POLICIES

Where there is conflict between this Local Planning Policy and any other Local Planning Policy of the City, this Local Planning Policy prevails to the extent of any inconsistency.

## 1.2 POLICY PROVISIONS

### 1.2.1 DEFINITIONS

<b>Active Frontage</b>	A ground floor space where there is visual and physical engagement between those in the street and those on the ground floors of buildings.
<b>Adjoining Property</b>	Any lot which shares a boundary or portion of a boundary with a lot on which there is a proposed residential development site or is separated from that lot by a right-of-way, vehicle access way, pedestrian access way, access leg of a battleaxe lot or the equivalent not more than 6m in width.
<b>Articulation</b>	Architectural composition in which elements and parts of the building are expressed logically, distinctly, and consistently, with clear joints. For the purposes of this Policy articulation refers to points within a dwelling that clearly distinguish one part of the dwelling from another, such as setback between the ground and upper floors and indentations or 'breaks' within building walls.
<b>Awning</b>	A roof like structure attached to a building to provide shelter.
<b>Building Height</b>	As per the R-Codes Volume 1.
<b>Canopy Coverage</b>	Land area covered by tree crowns (branches, leaves, and reproductive structures extending from the trunk or main stem) from trees located within the subject site, excluding any area that falls within an adjoining privately owned lot.
<b>Character</b>	The defining features of a place, including scale, materiality, style or repetition.
<b>Climate Moderation Devices</b>	A structure or element which provides suitable control of internal temperature and air conditions, but does not include air conditioners.
<b>Colonnade</b>	A sequence of columns, covered or open, free-standing or part of a building.
<b>Dedicated Road</b>	A road which has been committed to public use in accordance with the Land Administration Act 1997.
<b>Deemed Provisions</b>	Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015.
<b>Deep Soil Area</b>	As per the R-Codes Volume 2.
<b>External Fixtures</b>	As per the R-Codes Volume 1.
<b>Fine Grain</b>	Detailed urban elements including: spacing of facades distinguishing uses; and detailed materials in a facade or streetscape.
<b>Landscaping</b>	As per the R-Codes with additional clarification on "any other such area approved of by the decision-maker as landscaped area" to be defined as: Landscaped areas which are available for the use and enjoyment of the occupants, can include common and/or private open areas and recreational areas but does not include covered portions of driveways, hard paved driveways and parking areas, open air porous parking areas and driveways, or green walls.

<b>Main Building Line</b>	The predominant setback of the front face of the building from the street boundary. Where a terrace, landing, porch, balcony or verandah is more than 1.5m above the adjoining finished ground level or is covered by a roof, it is deemed to be part of the building for the purpose of determining Main Building Line.
<b>Natural Ground Level</b>	As per the R-Codes Volume 1 and Volume 2.
<b>Permanent Structure</b>	Building or development which is not temporary and cannot be easily removed, this includes but is not limited to development with footings.
<b>Planting Area</b>	An area, with a minimum soil depth and dimension of 1m that supports growth of medium to large canopy trees.
<b>Podium</b>	The base of a building upon which taller (tower) elements are positioned.
<b>Primary Street</b>	As per the R-Codes.
<b>R-Codes Volume 1</b>	Refers to State Planning Policy 7.3: Residential Design Codes Volume 1 (as amended).
<b>R-Codes Volume 2</b>	Refers to State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments (as amended).
<b>Secondary Street</b>	As per the R-Codes Volume 1.
<b>Skillion Roof</b>	A mono-pitch roof form.
<b>Soft Landscaping</b>	An area with a minimum soil depth of 300mm that contains in-ground planting, excluding removable planter boxes/pots, artificial turf, green walls and porous paving areas.
<b>Solar Absorptance</b>	The proportion of incident solar radiation that is absorbed by an external surface when exposed to the sun.
<b>Stall Riser</b>	The material installed between the windowsill and the ground in a shop front window.
<b>Storey</b>	That portion of a building which is situated between the top of any floor and the top of the floor next above it and, if there is no floor above it, that portion between the top of the floor and the ceiling above it but excludes any portion of a building used solely for car parking that is at least 50% below ground level.
<b>Streetscape</b>	The collective elements that contribute to a street, including architectural styles, front yards, car parking structures and access, infrastructure, footpaths, signage, street trees, landscaping, fencing and front boundary treatment.
<b>Verandah</b>	As per the R-Codes Volume 1.
<b>Visible Light Transmission</b>	Light passing directly through glass.
<b>Visually permeable</b>	As per the R-Codes Volume 1 and Volume 2.

## 02 CONTEXT

North Claisebrook is an area of transition. The northern edge of the precinct is becoming a medium density neighbourhood, Lord Street is being developed into a transit corridor and the southern end is ripe for redevelopment.

The following section highlights what makes it unique, and the opportunities for improvement.

### 2.1 BACKGROUND

The North Claisebrook precinct is located within the suburbs of Perth, Mt Lawley and Highgate. It is approximately 1.5 kilometres from the Perth CBD.

North Claisebrook forms part of Boorloo – Noongar land belonging to the Whadjuk people of the Noongar nation. Historically, Vincent's landscape consisted of a series of lakes and wetlands. Many of these were interconnected, forming a chain of water bodies that ultimately drained into the Swan River via the Claise Brook.

The East Perth and the wider Claisebrook area is regarded by many contemporary Aboriginal people, including the Noongar community, as an important Aboriginal residential and meeting area. In Claisebrook, the Coolbaroo League began in 1947 at a time when Aboriginal people were restricted from the City of Perth after dark. The Coolbaroo (the Yamatji word for Magpie) became part of a wider movement for Aboriginal rights in Perth in the 1950s.

North Claisebrook developed in a similar manner to that of Claisebrook and wider East Perth, host to a number of industries and workers cottages servicing the nearby rail yards, East Perth Power Station and wider Perth.

North Claisebrook has lost significant heritage sites due to construction of the Graham Farmer Freeway, a 6.4 kilometre inner-city freeway built between 1996 and 2002. Due to its route, parts of North Claisebrook were lost, such as the iconic East Perth Hotel and the important site of the first Coolbaroo Club.

The precinct was formerly within the City of Perth local government boundary, and from 1992 was subject to the East Perth Redevelopment Authority Scheme. The precinct was normalised back to the City of Perth in 2002. Local government boundary changes in 2007 led to the precinct being transferred to the City of Vincent.

The development of the area has been influenced by two concrete batching plants. In 1987, the concrete batching plants gained temporary development approval to operate from No. 120 Claisebrook Road, Perth and No. 71 Edward Street, Perth. This development approval expires in June 2024.

The cessation of operations at these two sites will allow the area to capitalise on its development potential and become a key transit-orientated precinct for Vincent and the wider Perth region.



Vincent acknowledges the traditional owners by working with Bridya Elders to learn about culture and Country.  
**Credit:** Dolman's, Boodjar Nakolak Yanginy Sharing the Knowledge of the Land.



The East Perth Terminal was founded in 1883, it is the former home of the East Perth Locomotive Depot and Perth's original station.  
**Credit:** Railway WA



The East Perth Hotel was called the Claisebrook Junction Tavern. It was demolished to make way for the Graham Farmer Freeway.  
**Credit:** State Library Western Australia

## 2.1.1 PRECINCT BOUNDARY

North Claisebrook is bound by Guildford Road to the North, the Midland rail line to the east, Graham Farmer Freeway to the south and Lord Street to the west.

The precinct is within close proximity to both the Perth Central Business District and the Swan River. Lotus Park and Tennis Club, HBF Stadium, Optus Stadium and Banks Reserve are also nearby. The precinct is serviced by two neighbourhood parks being Gladstone Street Reserve and Norwood Park.

The precinct maintains strong transport connections and is situated between Lord Street and Guildford Road, which provides access to the Graham Farmer Freeway. These major transport routes provide access to the north, south, east and western corridors of Perth. The precinct is serviced by Claisebrook and East Perth Stations with Lord Street having high frequency bus services

Cyclists can use the principal shared path which runs along Graham Farmer Freeway and East Parade as well as the protected bike path on Bulwer Street.

### LEGEND

- PRIMARY CYCLE ROUTE
- SECONDARY CYCLE ROUTE
- LOCAL CYCLE ROUTE
- 400M RADIUS
- PRECINCT BOUNDARY
- PRECINCT RADIUS
- CITY OF VINCENT BOUNDARY
-  CONCRETE BATCHING PLANTS
-  TRAIN STATION
-  EAST PERTH POWER STATION

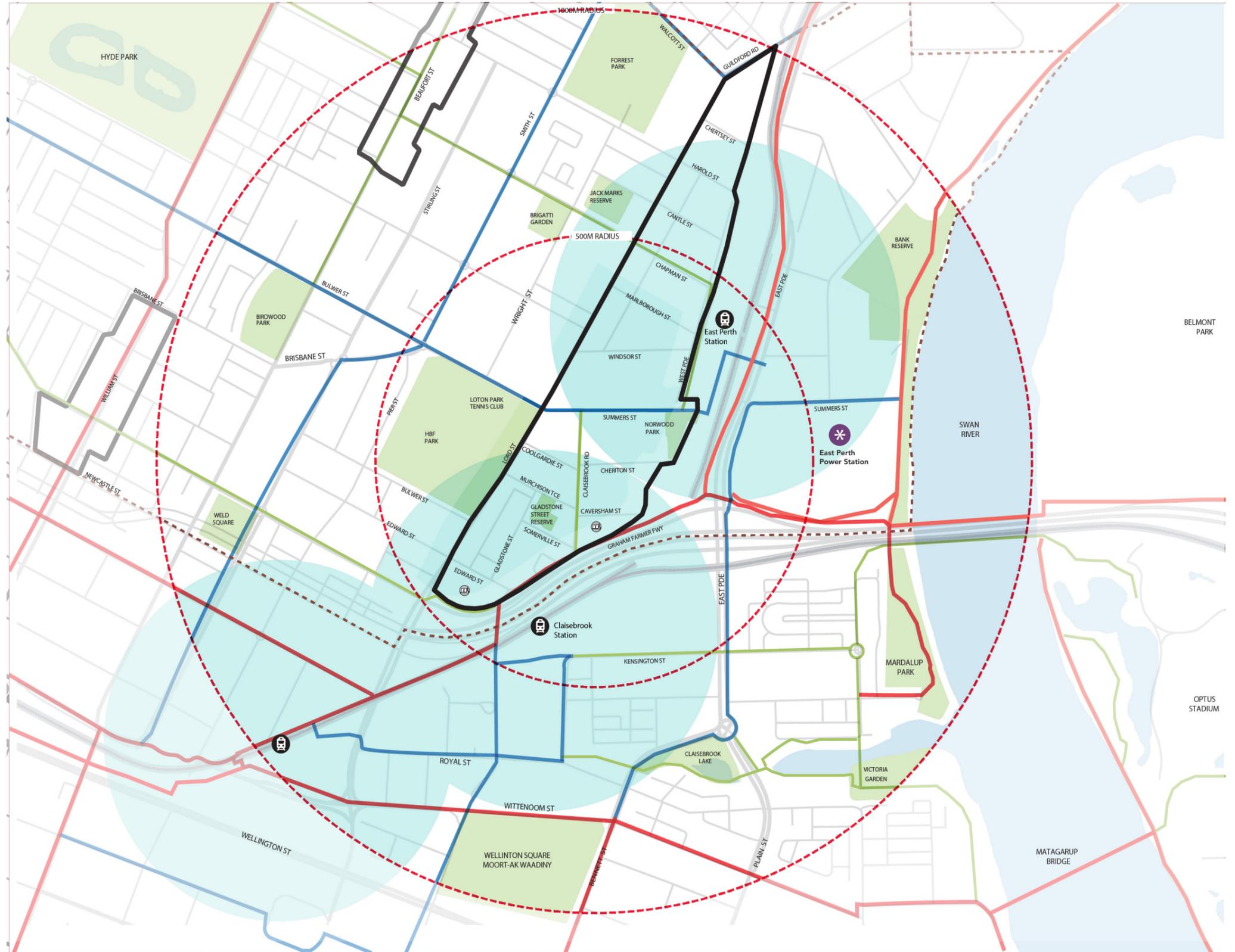


Figure 1: Context Map

## 2.1.2 DEMOGRAPHICS

Data collected on the population, living and transport habits provides valuable insight into the community that inhabits the North Claisebrook Precinct.

The statistics on this page reflect a growing inner-city community. The population is generally young, with a low levels of over 65s. The community is multicultural with a large proportion of its residents being born overseas. English is the primary speaking language at home.

Dwellings in North Claisebrook are generally higher density and smaller in size, with most (41.1%) having two bedroom, compared to Greater Perth in which most (37.9%) have four bedroom. The number of households with children remains low, but has increased since 2016.

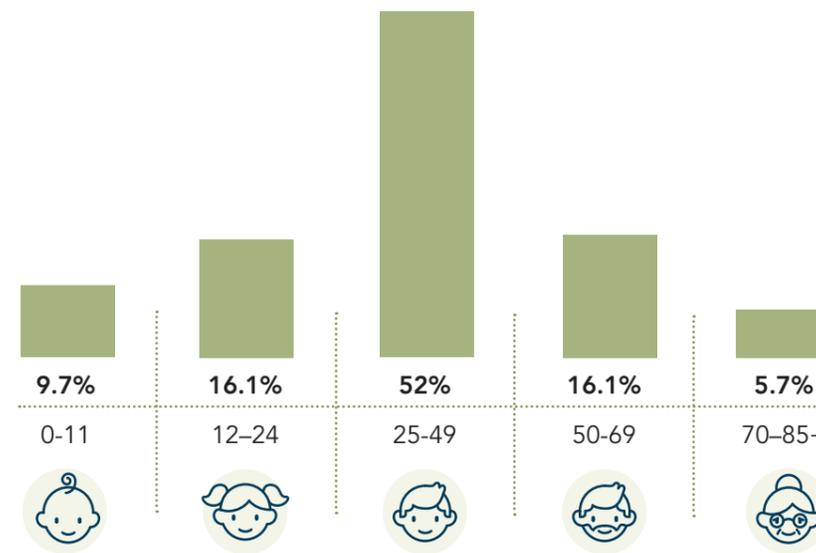
North Claisebrook residents have more environmentally sustainable transport behaviours than residents of Greater Perth. A high proportion do not own a car, and travel using public transport or active modes of transport.

### Community



North Claisebrook's population in the City of Vincent is **1,238**.

The median age is **33** compared to **37 in Greater Perth**.



**39.7% of residents** were born overseas compared to **36% in Greater Perth** (UK 6.9%, USA 3.6%, India 2.8%).

**22% of residents** use a language other than English at home, compared to **20.9% in Greater Perth** (Mandarin 3.4%, Indonesian 1.5%, Italian 1.1%).

In City of Vincent from 2016 to 2021:

- 44.6%** of people did not change address;
- 41.2%** moved from elsewhere in Australia; and
- 8.5%** moved from overseas.

Of those who moved within Australia, **20.9%** moved within City of Vincent.

### Dwellings



There are **615** dwellings in North Claisebrook. This is a 5.6% increase since 2016.

Occupancy is **85.2%** compared to **91.7% in Greater Perth**.

**56.5%** of households rent, compared to **26% in Greater Perth**

**76.5%** of dwellings are medium or high density compared to **24% in Greater Perth**.



**37.5%** of North Claisebrook households are lone person households compared to **24% in Greater Perth**.

**17.9%** of households have children compared to **42.3% in Greater Perth**. This is a 22.6% increase since 2016.

### Transport



**12.9% of residents** do not own a car compared to **4.8% in Greater Perth**.



**19.5% of residents** travel to work on train or bus compared to **8.4% in Greater Perth**.



**8.5% of residents** commute using active modes of transport compared to **2.2% in Greater Perth**.

## 2.2 KEY STAKEHOLDERS

*The future of the North Claisebrook Precinct is influenced by several different bodies including external agencies, the City and the community.*

### 2.2.1 WHAT IS THE ROLE OF EXTERNAL AGENCIES?

DEPARTMENT	RESPONSIBILITIES	RELEVANT STRATEGIES & PLANS
Federal Government	Grants and infrastructure funding	N/A
Department of Planning Lands and Heritage (DPLH)	State level land use planning and management, and oversight of Aboriginal cultural heritage matters	<p><b>Perth and Peel @ 3.5 million</b> sets out an overarching framework for the Perth and Peel region to shift to a more sustainable development pattern to accommodate a population of 3.5 million people by 2050. The City of Vincent is located within the Central Sub-Region of the framework. The framework indicates that there will be an additional 11,490 dwellings and 25,270 people in the City of Vincent by the year 2050.</p> <p><b>Metropolitan Region Scheme (MRS)</b> broadly guides the distribution of land use throughout the Perth metropolitan region by designating 'zones' and 'reserves'. The northern of Newcastle Street is zoned 'Urban' and the southern side of Newcastle Street is zoned 'Industrial'. An amendment to the MRS to rezone the land from 'Industrial' to 'Urban' is required.</p> <p><b>State Planning Policy 4.2: Activity Centres for Perth &amp; Peel (SPP 4.2)</b> specifies requirements for the planning, design and development of new activity centres, and the redevelopment and renewal of existing centres in Perth and Peel. The section of West Perth that is south of Newcastle Street form part of the Capital City. The main role of the Capital City is to provide the most intensely concentrated development in the region. It has the greatest range of high order services and jobs, and the largest commercial component of any activity centre.</p> <p><b>State Planning Policy 5.4: Road and Rail Noise (SPP 5.4)</b> seeks to minimise the adverse impact of road and rail noise on sensitive land uses or developments within a specified distance of significant freight and traffic routes. The NCPF area is significantly affected by 'Other significant freight or major traffic route', 'Strategic freight or major traffic route' and the 'Metropolitan passenger railway'.</p> <p><b>State Planning Policy 7.3: Residential Design Codes (R-Codes)</b> control the design of most residential development throughout Western Australia. The R-Codes aim to address emerging design trends, promote sustainability, improve clarity and highlight assessment pathways to facilitate better outcomes for residents.</p> <p><b>State Register of Heritage Places</b> is a statutory list of places that represent the story of Western Australia's history and development. Places included in the State Register include buildings, structures, gardens, cemeteries, memorials, landscapes and archaeological sites. There are no state registered heritage places within the NCPF area.</p>
Main Roads WA (MRWA)	Management of Primary Distributor roads across the state of Western Australia. This includes Graham Farmer Freeway	<ul style="list-style-type: none"> <li>• Central Area Transport Plan;</li> <li>• Perth and Peel @ 3.5 Million;</li> <li>• Transport @ 3.5 Million; and</li> <li>• Policy for Cycling Infrastructure (2000).</li> </ul> <p>For further context, refer to Vincent's Accessible City Strategy.</p>

Department of Transport (DoT)	Working collaboratively with local government to develop strategic cycling networks for the region and providing grant funding for implementation of Western Australian Bicycle Network (WABN) routes	<ul style="list-style-type: none"> <li>• Central Area Transport Plan;</li> <li>• Perth Parking Management Area;</li> <li>• Public Transport for Perth in 2031;</li> <li>• Perth and Peel @ 3.5 Million;</li> <li>• Transport @ 3.5 Million; and</li> <li>• WA Bicycle Network.</li> </ul>
Public Transport Authority (PTA)	<p>The PTA is responsible for:</p> <ul style="list-style-type: none"> <li>• Train services</li> <li>• Number and frequency of bus routes throughout the City</li> <li>• Ensuring that bus stops comply with the Disability Standards for Accessible Public Transport, including constructing level concrete hard-stand boarding areas and up to 3m of pathway connecting to existing footpath networks</li> <li>• Supporting the implementation of transit-supportive infrastructure by LGAs, including roadside bus shelters</li> <li>• Work collaboratively with MRWA and local government to introduce bus priority lanes</li> </ul>	<ul style="list-style-type: none"> <li>• Central Area Transport Plan;</li> <li>• Public Transport for Perth in 2031 (draft);</li> <li>• Perth and Peel @ 3.5 Million;</li> <li>• Transport @ 3.5 Million; and</li> <li>• Accessibility policy (2007).</li> </ul>
DevelopmentWA - Formally known as the Metropolitan Redevelopment Authority (MRA) and Landcorp.	<p>DevelopmentWA is the State Government's central development agency, operating across Western Australia with a diverse portfolio of industrial, commercial and residential projects.</p> <p>DevelopmentWA are responsible for the redevelopment of the East Perth Power Station. The eventual redevelopment of this site will further aid in the revitalisation of the wider North Claisebrook/East Perth area.</p>	<ul style="list-style-type: none"> <li>• East Perth Power Station Redevelopment;</li> <li>• Subiaco Oval and Princess Margaret Hospital Redevelopment (Subi East);</li> <li>• Elizabeth Quay; and</li> <li>• Yagan Square;</li> </ul> <p>For further context, portions of the NCPF area were once under the management of the East Perth Redevelopment Authority (a precursor to the MRA)</p>
Neighbouring Local Government Authorities	Working collaboratively to ensure strong connections between localities	<ul style="list-style-type: none"> <li>• Various Planning Schemes;</li> <li>• Transport and Urban Design plans and policies; and</li> <li>• Parking approaches.</li> </ul>

## 2.2.2 WHAT IS THE ROLE OF THE CITY?

The City are the key point of contact for our community. The City are responsible for balancing the needs of residents, schools, community groups and local businesses with legislative requirements and an established strategic direction.

The City has authority over a series of localised infrastructure within the public realm including, but not limited to, local streets, footpaths, shared paths and cycle infrastructure, and street furniture including street lighting.

The City also has the ability to influence development outcomes within the private realm through land use planning, zoning regulations, and built form requirements. This can have a significant impact on the physical and economic outcomes of an area.

Advocating to State Government bodies will continue to be important role for Vincent as we continually strive to influence outcomes that are beyond our control.

Vincent plays a critical role in attracting and retaining businesses and industries within areas. By offering incentives that benefit the community, there is opportunity to create well-designed and thriving places that meet the needs of its current and future residents, business owners and visitors.

## STRATEGIC CONTEXT

All local governments are required to have a plan for the future. This takes the form of a Strategic Community Plan (SCP), an overarching document informed by extensive community consultation. It sets the strategic direction for the entire organisation and is supported by a number of informing strategies and plans. One of these is the NCPF. The vision for the City of Vincent has been agreed as:

*"In 2028, The City of Vincent is a leafy vibrant 24-hour city, which is synonymous with quality design and sustainability. It's diverse population is supported in their innovative endeavours by a council that says YES!"*

The relationship between the Guiding Principles of the SCP and the NCPF are highlighted below:

GUIDING PRINCIPLE	SCP INTENT	APPLICATION TO THE NCPF
 <b>ENHANCED ENVIRONMENT</b>	The natural environment contributes greatly to our inner-city community. We want to protect and enhance it, making best use of our natural resources for the benefit of current and future generations.	<ul style="list-style-type: none"> <li>Provide guidance to maximise on-site landscaping.</li> <li>Identify opportunities for public open space, or cash-in-lieu of public open space.</li> <li>Seek opportunities in the public realm for planting.</li> </ul>
 <b>ACCESSIBLE CITY</b>	We want to be a leader in making it safe, easy, environmentally friendly and enjoyable to get around Vincent.	<ul style="list-style-type: none"> <li>Enforce maximum parking ratios in line with the Perth Parking Policy.</li> <li>Analyse and improve cycle routes.</li> <li>Improve pedestrian experience through built form and canopy coverage.</li> </ul>
 <b>CONNECTED &amp; HEALTHY COMMUNITY</b>	We are a diverse, welcoming and engaged community. We want to celebrate what makes us unique and connect with those around us to enhance our quality of life.	<ul style="list-style-type: none"> <li>Engaged with the local community throughout the development of the framework.</li> <li>Encourage community spaces within new development.</li> <li>Encourage inclusive and accessible development beyond the minimum requirements of the Building Codes Australia.</li> </ul>
 <b>THRIVING PLACES</b>	Thriving Places are integral to our identity, economy and appeal. We want to create, enhance and promote great places and spaces for everyone to enjoy.	<ul style="list-style-type: none"> <li>Encourage local and small businesses.</li> <li>Require development outcomes that enhance the public and private realm.</li> <li>Identify opportunities to improve the pedestrian experience within the private and public realm.</li> <li>Encourage public art and activation.</li> </ul>
 <b>SENSITIVE DESIGN</b>	Design that 'fits in' to our neighbourhoods is important to us. We want to see unique, high quality developments that respect our character and identity and respond to specific local circumstances.	<ul style="list-style-type: none"> <li>The built form provisions encourage attractive and diverse, in line with the community vision.</li> <li>The built form character and heritage is protected and enhanced.</li> <li>Support quality design, sustainable urban built form and is responsive to the community and local context</li> <li>Encourage more people living in, working in, or enjoying the area.</li> </ul>
 <b>INNOVATIVE &amp; ACCOUNTABLE</b>	We have a significant role to play in supporting our community to realise its vision. To achieve this, we will be an innovative, honest, engaged and responsible organisation that manages resources well, communicates effectively and takes our stewardship role seriously.	<ul style="list-style-type: none"> <li>Engage with the community so they are involved in the development of this framework.</li> <li>Enable consistent and transparent decision in line with its strategic vision.</li> </ul>

## INTEGRATED PLANNING AND REPORTING FRAMEWORK:

Local Governments are required to plan for the future in accordance with section 5.56 (1) of the *Local Government Act 1995* (Act). The Integrated Planning and Reporting Framework (IPRF) provides an integrated approach to planning and ensures community priorities and aspirations are translated into operational objectives by the City.

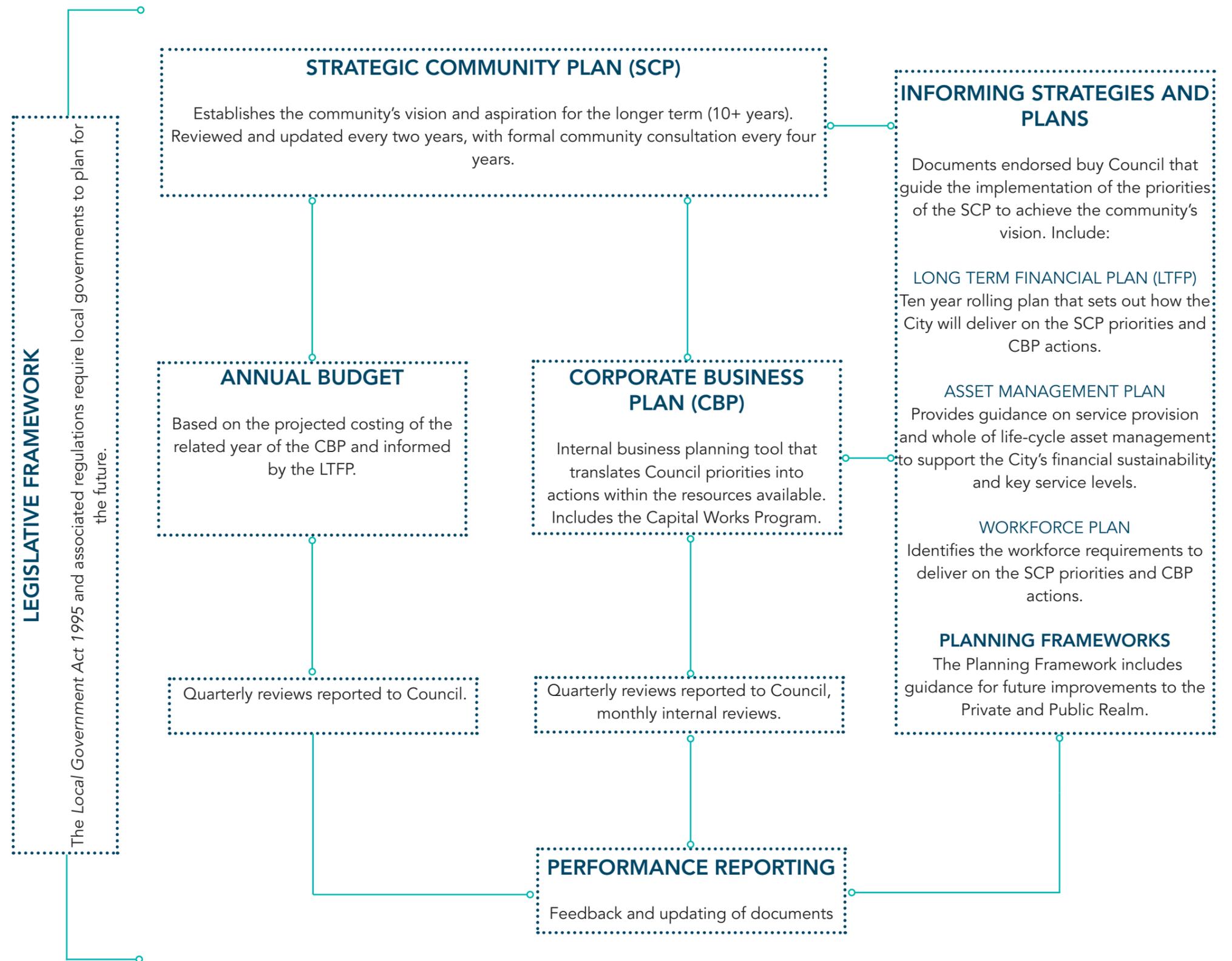
The IPRF incorporates the City's current SCP and Corporate Business Plan (CBP) and creates a clear vision for the future, including financial implications of the City.

The CBP is an internal business planning document that translates the Council's priorities, as set out in the SCP, into outcomes within the resources available to the City. The CBP is a rolling four-year plan that informs the annual budget and is reviewed and updated annually in order to ensure it aligns with the City's Long-Term Financial Plan (LTFP).

Part 4 - Private Realm exists in the built form and land use. This section articulates the preferred design outcomes for the precinct area by providing design guidance. The principles are to guide contemporary built form and deliver a wide range of outcomes through new development and urban renewal.

Part 5 - Public Realm takes the form of a Place Plan. This section provides a filter for the place-based initiatives within the City's suite of informing strategies and plans, and directly informs the Corporate Business Plan.

The role of the Planning Framework within the City of Vincent IPRF is illustrated adjacent.



## 2.2.3 WHAT IS THE ROLE OF THE COMMUNITY?

The community helps to establish the strategic direction of the City of Vincent through the SCP. The SCP outlines the vision for the City and provides guidance for how planning, budgeting, resource allocation and service delivery should occur.

The SCP is divided into six Priority Area pillars and related outcomes and actions. Plans and strategies developed by the City must show alignment with the SCP pillars and are typically advertised for public comment and brought before the City's Council of Elected Members, who have an important policy-making function and advocate for community members.

The North Claisebrook community has determined that the precinct should retain its built form character and continue to grow its identity as an arts hub as it enters into a phase of redevelopment. Density should be increased with the provision of varied and inclusive residential offerings, high quality design and architecture, public outdoor spaces and increased planting.

As a community, there is the opportunity to be involved in defining the vision for North Claisebrook and for projects located within the precinct through community and stakeholder engagement conducted by the City. The opportunity also exists to make behavioural changes to support the vision and goals of this framework, such as opting for active transport where possible and supporting the local businesses, particularly the creative industries.

Further outlined in the Public Realm section of this document, the community also has the opportunity to engage in particular initiatives such as the design of public open space, community activations and public art procurement.





## 2.3 WHERE ARE WE NOW?

Investigations were used to identify the strengths, weaknesses, opportunities and threats (SWOT) associated with the existing development, land use, connectivity, culture, and public realm outcomes of the area.

This includes:

- Comprehensive desktop analysis, considering the history of area, and what is happening now;
- Review of statutory frameworks, strategies, policies and plans that impact the area;
- Site visits with all relevant areas of administration; and
- Site and context mapping analysis.

The SCP priority areas guided the context. The following analysis provides an overview of the current context of the NCPF area, this has allowed a SWOT analysis to be developed and therefore includes key recommendations.

## 2.3.1 ENHANCED ENVIRONMENT

North Claisebrook has two major public parks, Gladstone Street Reserve and Norwood Park. Loton Park and Banks Reserve are also nearby. The precinct is also directly adjacent to HBF Park stadium and its surrounding green space, which includes a dog exercise area.

Whilst the supply of green space in North Claisebrook is strong, the level of amenity of these spaces could be improved to better service the needs of the growing community.

Additionally, there are street trees with a high level of canopy cover provided to large parts of the precinct. A low percentage of trees are in need of replacement and there is opportunity to increase the tree canopy with the planting of more street trees, particularly in the southern portion of the precinct.

As there is already underground power to the majority of the precinct, street trees are able to grow with relative unobstruction.

### LEGEND

- PUBLIC OPEN SPACE
- TREES OF SIGNIFICANCE
- RECREATION FACILITY
- STADIUM



Figure 2: Distribution of Existing Green and Public Open Space Infrastructure

## 2.3.2 ACCESSIBLE CITY

North Claisebrook is located between significant private vehicle and public transport nodes and corridors.

The precinct is directly adjacent to two major public transport nodes; East Perth and Claisebrook train stations. These stations provide direct access to the Perth CBD as well as other locations along the Midland line. The East Perth train station also services regional and interstate locations. A significant portion of the precinct sits within the Free Transit Zone (FTZ); This high level of service will allow the precinct to develop into a transport orientated neighbourhood.

North Claisebrook is in close proximity to the Graham Farmer Freeway. Cycle access is provided via the Principal Shared Path (PSP) which runs alongside the Freeway, however there is no dedicated cycling infrastructure running through the precinct. The Freeway also creates a significant connectivity barrier between North Claisebrook and East Perth, as does Lord Street for North Claisebrook to Loton Park and HBF Park.

The street network within the precinct includes many one-way roads to the south and no through-roads to the north, meaning that the precinct experiences low through-traffic. There is an opportunity to reprioritise the existing private vehicle road network to improve the pedestrian and cyclist amenity by re-allocating road space to pedestrians and cyclists.

### LEGEND

-  BUS STOP
-  TRAIN STATION
-  RAILWAY LINE
-  CYCLING LANE/PSP
-  MAIN ROAD
-  400m RADIUS



Figure 3: Distribution of Existing Movement and Transport Infrastructure

### 2.3.3 CONNECTED AND HEALTHY COMMUNITY

North Claisebrook includes a unique mix and concentration of not-for-profit organisations that serve the community and have shaped the community demographic profile significantly. In recent times, a burgeoning creative arts and cottage industry presence has begun flourishing in the area, as land uses gradually transition away from traditional industrial uses.

The greater Claisebrook area also holds historic significance to the Whadjuk Noongar people, and was previously the location of the notable Coolbaroo Club.

There is a reasonably high level of acceptance from the community of the growth potential and the development uplift likely to occur in the area, however there is a desire to ensure future development does not erode the unique character that North Claisebrook has developed.

#### LEGEND

-  NOT FOR PROFIT ORGANISATION
-  CREATIVE ARTS BUSINESS
-  COMMUNITY GARDEN
-  CAFE
-  MEDICAL
-  CHILDCARE



Figure 4: Distribution of Key Commercial and Community Facilities

## 2.3.4 THRIVING PLACES

Thanks to surrounding businesses and residents, Gladstone Street Reserve is the village green of the precinct, with high levels of usage through the daytime, Loton Park and Banks Reserve are also located nearby, providing residents with ample recreational space.

North Claisebrook is divided by Summers Street, with the area to the south being primarily industrial and commercial and the area to the north being established residential neighbourhoods.

The area south of Summers Street is caught in a process of transition. Whilst two mixed-use developments have recently been completed, a large majority of the area hosts vacant warehouses and underutilised land.

The area is in a holding pattern, with further investment dependent on the two concrete batching plants relocating. This lack of investment is evident in the lack of a night-time economy, street surveillance and residential population, which has led to crime and safety issues.

Development incentives can support improvements to the area through initiatives to improve the public realm such as, lighting, landscaping and open space opportunities.

### LEGEND

- HEAVY INDUSTRIAL
- MIXED USE
- EXISTING APARTMENT DEVELOPMENTS
- VACANT LAND
- ESTABLISHED RESIDENTIAL
- ACTIVE FRONTAGE
- PASSIVE SURVEILANCE
- POOR FRONTAGE
- T TRAIN STATION
- B BATCHING PLANTS



Figure 5: Distribution of Existing Land Uses and Public Realm Interfaces

## 2.3.5 SENSITIVE DESIGN

North Claisebrook is significantly underdeveloped and predominantly comprises single or two storey houses and grouped dwellings and a small number of mid-rise mixed-use developments.

The City's Planning Strategy and Scheme has identified this precinct as an area for urban growth and regeneration. North Claisebrook's zoning allows for a wide variety of development, from high rise apartments in the south, to medium density in the north. Current development within the precinct is not capitalising on this. The imminent closure of the two concrete batching sites has created an opportunity to kick-start further development and capitalise on the precincts inherit strengths.

The community and other key stakeholder have had significant influence over the vision of the area. They wish for the area to capitalise on its inherit strengths such as location and built form character. Their sentiments are captured through Parts 4 and 5.

### LEGEND

- CHARACTER STREETS
- EXISTING APARTMENT DEVELOPMENT
- HERITAGE LISTING
- WAREHOUSE CHARACTER
- MIXED USE ZONING
- COMMERCIAL ZONING
- RESIDENTIAL ZONING
- PUBLIC OPEN SPACE
- SPECIAL USE
- 400 METRE RADIUS
- PRECINCT BOUNDARY



Figure 6: Distribution of Existing Built Form Zones and Features

## 2.3.6 INNOVATIVE AND ACCOUNTABLE

The former planning framework that guided development for the precinct was general in nature and did not consider the nuances of North Claisebrook. A place plan to guide the public realm improvements was not previously available.

The creation of the planning framework that is bespoke to the area and guides development in line with the community's vision and creates actions to address barriers demonstrates Vincent's desire and ability to be an innovative and accountable local government.

The City can access additional sources of funding partnerships and grants to support the delivery of place-based projects and trialling new initiatives aligned with town centre place plans. This includes leveraging the opportunity of being within the Perth Parking Policy Area to fund improvements in the public realm that relate to transport matters such as bike paths and signaled crossing points for pedestrians.



## 2.4 STAKEHOLDER ENGAGEMENT

Stakeholder engagement was undertaken in the drafting of the NCPF. This has allowed the Framework to be developed in line with both the context analysis undertaken and feedback received.

### 2.4.1 COMMUNITY ENGAGEMENT

The preparation of the NCPF included significant consultation with the local community. Several consultation methods contributed to its development.

- A survey was posted on Imagine Vincent, running for the duration of the consultation period.
- A visioning workshop was held on Thursday, 8 December 2022.
- A design workshop was held on Thursday, 2 February 2023.

Each engagement method sought to build upon the information obtained from the previous method. The key themes identified through consultation are as follows.

#### What should be retained?

- Mature trees;
- Variety of land uses;
- Existing built form from character homes to brick warehouses;
- Existing road network with its one-way streets; and
- Low scale built form around Gladstone Street Reserve.

#### What is needed?

- Day and night-time economy;
- Increased tree canopy and landscaping;
- Pedestrians and cyclists being prioritised over vehicles;
- Increased safety measures such as lighting, CCTV and increased Ranger patrols;
- Safe crossing point over Lord Street and better wayfinding;
- Streetscape palette which is unique to the area; and
- Further investment into Gladstone Street Reserve.

#### Where height should be located:

- Large developments should be located around the edges of North Claisebrook, with the area surrounding Gladstone Street Reserve remaining low.

There was widespread support for the removal of the two concrete batching plants. The community saw the continued operation of these sites to impede the development and renewal of the area.



## 2.4.2 TECHNICAL STAKEHOLDER ENGAGEMENT

### Design Review Panel

The Design Review Panel provided technical advice on 12 October 2022 and 22 March 2023.

Their advice considered outcomes of the community engagement activities, and highlighted areas of improvement within the public and private realm. The advice is incorporated throughout the Framework.

### Western Power and Water Corporation

Based on the NCPF's proximity to the Perth CBD, train stations, the freeway and a broad range of local services and amenities, it appears to be well located and suitable for more intensive land development and a wider range of land uses.

Redevelopment of the area will place demands on the local networks that will be in excess of their design capacity. More detailed planning needs to be undertaken to determine the extent and location of required network upgrades.

### Servicing Reports

A dial before you dig request was generated. Key service providers within the precinct provided information regarding services and utilities within the area.

For further information, see Appendix 2.



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## 2.4.3 DID WE GET IT RIGHT?

TO BE DRAFTED FOLLOWING ADVERTISING OF THE DRAFT NCPF AND INCLUDE CONSULTATION RESULTS FROM THE FORMAL CONSULTATION PERIOD

# 03 WHERE DO WE WANT TO BE?

## 3.1 VISION

After establishing where we are now, we determined what our major opportunities and threats would be in the future. Community consultation reinforced what we found and reaffirmed the findings of the SCP major review undertaken in 2021/22. The resulting vision for North Claisebrook is as follows

*North Claisebrook is a burgeoning hub of creative enterprises and a diverse resident population. The precinct's identity has been shaped by its significance to the Noongar people prior to colonisation and its residential and industrial land use mix in more recent times. Our vision is to create a high-quality, medium to high-density, mixed-use precinct that capitalises on its proximity to public transport, the Perth CBD and the Swan River. This precinct will foster vibrant activity and public life. We envision a pedestrian-friendly environment, which is serviced by a range of small businesses that provide day and night activation and well-designed public spaces for recreation and events. Our goal is to enhance the eclectic, mixed-use diversity of the area whilst maintaining North Claisebrook's unique character.*



## 3.2 DEVELOPMENT OBJECTIVES

The development objectives are drawn from the conversation with the community and underpin the vision for the precinct. The objectives articulate the desired outcomes for the public and private realm of North Claisebrook.

Where development does not meet the acceptable outcomes, the development should be assessed against these objectives.

1. New development recognises the precincts industrial past and built form character through adaptive reuse of existing developments;
2. Building facades incorporate proportions, materials and architectural elements that respect and reference the precincts history and built form character;
3. Active uses that promote pedestrian interest, safety and connectivity at street level are encouraged throughout the southern sub-precincts of North Claisebrook;
4. Developments are to be designed and proportioned to provide a human scale at the street level whilst breaking up the visual presence of the development's higher levels;
5. Existing and new public places such as parks, plazas, streets and lanes should be used, maintained and enhanced so that they create a high level of public amenity;
6. New developments are to provide natural amenity and landscaping, including areas of deep soil that support healthy plant and tree growth and contribute to the precinct's tree canopy, reducing urban heat island effect, and providing natural beauty and amenity to residents and visitors alike;
7. Taking advantage of its proximity to train stations and bus networks, developments will contribute to the creation of a transit-oriented precinct, that prioritises alternative modes of transport;
8. Residential development should strive to offer a wide range of housing types and tenure ship options;
9. All new development should be designed in accordance with 'Crime Prevention Through Environmental Design' principles and be aligned with the latest Department of Planning, Lands and Heritage guidelines on this matter; and
10. Buildings should be designed to achieve best practice for environmental sustainability through innovative design, construction and management.

## 3.3 SUB-PRECINCT STATEMENTS OF INTENT

The NCPF area is made up of five sub-precincts shown in Figure 7, each with its own statement of intent. The Statement of Intent describes the importance of this area and what its contribution to the precinct should look like.

### 3.3.1 THE VILLAGE

The Village is the heart of the Claisebrook North precinct with Gladstone Street Reserve offering a vital community space. Development immediately adjacent to the Reserve will be at a lower scale than surrounding areas, creating an intimate, fine-grain and dynamic street environment.

Active land uses on the ground floor, such as alfresco dining that addresses the public realm is encouraged. Further modifications to the public realm will be pursued to ensure that a pedestrian-focused environment is created, through wider footpaths, at-grade roads and reduced vehicle speeds.

### 3.3.2 THE CITYSCAPE

The Cityscape will capitalise on its proximity to the Perth CBD and Claisebrook Station by providing landmark transit orientated developments that shape the skyline.

The Cityscape sub-precinct is the most suitable for the greatest intensity of development, and the quality and experience of the public realm at ground level will be an important factor to ensure that developments integrate well throughout the precinct.

### 3.3.3 THE URBAN FRAME

The Urban Frames are suitable for medium to large scale residential and mixed-use development that act as a transition between the dense Village and Cityscape and the Suburban sub-precincts.

Running through its heart, Claisebrook Road will be an attractive, landscaped high street where pedestrians and cyclists are prioritised, and new development provides an architectural form that promotes an attractive street presence and active edges. This sub-precinct will see residential and non-residential uses mingle at the street interface, providing opportunities of activation and surveillance to the public realm.

### 3.3.4 THE TRANSIT CORRIDOR

Developments in the Transit Corridor are to provide a sensitive transition from the high-speed thoroughfare of Lord Street to the core of Claisebrook North.

The wider lot frontages are suitable for larger commercial operations. Developments fronting Lord Street are to present an active, continuous frontage with landscaping and façade design that promote surveillance and create a safe and pleasant pedestrian environment.

### 3.3.5 THE SUBURBAN FRAMES

The Suburban Frames will remain a low to medium density residential area, with new development that is respectful of the character, scale and built form of existing dwellings sitting harmoniously within the streetscape.

The design of new developments should encourage neighbourly interaction and where possible, draw from the existing materials palette.

#### LEGEND

- VILLAGE - 4 STOREYS
- CITYSCAPE - ACCEPTABLE 12 STOREYS, MAX 16
- URBAN FRAME TYPE A - ACCEPTABLE 8 STOREYS, MAX 12
- URBAN FRAME TYPE B - 8 STOREYS
- URBAN FRAME TYPE C - 6 STOREYS
- SUBURBAN FRAME TYPE A - 4 STOREYS
- SUBURBAN FRAME TYPE B - 3 STOREYS
- TRANSIT CORRIDOR - 6 STOREYS
- PUBLIC OPEN SPACE

Note: Maximum Height is achieved through development incentives. See Clause 4.7 for further detail.



Figure 7: North Claisebrook Precinct

## 04 THE PRIVATE REALM - BUILT FORM

In Claisebrook traditional industrial uses are transitioning to niche creative industries, and the opportunity to live in the area is increasing. The existing concrete batching plants, representing a significant land holding and function, has time limited approval until 30 June 2024. Claisebrook presents an opportunity for high quality community-focused infill development.

To support the development of the place now and into the future, the City provides the following framework.

This section articulates the preferred design outcomes for the North Claisebrook Precinct by providing design guidance for development within the private realm.

The principles will guide contemporary built form and deliver a wide range of outcomes through new development and urban renewal.

Applicants are encouraged to engage with the City's Officers and Design Review Panel as early as possible to obtain feedback on proposals. The role of the City and Design Review Panel is to provide guidance on whether the development is meeting the principles of good design, the Vision, Objectives, and the Statements of Intent (described above).



### 10 PRINCIPLES OF GOOD DESIGN

**Context and Character** – Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.

**Landscape Quality** – Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.

**Built Form and Scale** – Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.

**Functionality and Build Quality** – Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.

**Sustainability** – Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.

**Amenity** – Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.

**Legibility** – Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.

**Safety** – Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.

**Community** – Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.

**Aesthetics** – Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.

## 4.1 LAND USES

The City's Local Planning Scheme No.2 identifies the zoning for the precinct as a mix of Mixed Use and Commercial south of Summers Street with Residential and Commercial components north of Summers Street. See Figure 8.

When considering development applications for land uses that require approval, the decision maker shall have regard to the vision and objectives of this Policy, in conjunction with objectives and provisions of the LPS2.

## 4.2 SUBDIVISION

Amalgamation of land is preferable throughout the precinct to meet the intended vision and its built form outcomes.

Subdivision of land is generally not supported within the Village, Cityscape, Urban Frame and Transit Corridor but may be appropriate in the following exceptional circumstances:

- To realign lot boundaries without increasing the number of lots.
- To protect and conserve places of cultural or natural heritage.
- To allow for the provision of utilities and infrastructure.
- To allow for improved safety or design of roads.
- To satisfy a condition of development approval.
- To enable land assembly to facilitate a coordinated development outcome or community benefit.

Subdivision of land within the Suburban Frame is generally supported. Site planning should pay attention to the lot pattern within the streetscape and aim to retain heritage places, character homes and mature vegetation.

### LOCAL PLANNING SCHEME NO.2 LEGEND

- MIXED USE
- COMMERCIAL
- RESIDENTIAL
- PUBLIC OPEN SPACE
- SPECIAL USE



Figure 8: North Claisebrook LPS2 Zoning



### 4.3 NOTIFICATIONS ON TITLE

All new lots within the area that are intended for noise sensitive land uses must incorporate a notification on the relevant certificate(s) of title pursuant to Section 70A of the Transfer of Land Act 1893. Notice of this notification is to be included on the diagram or plan of survey.

The notification is to state as follows:

*“The lot is situated in the vicinity of a transport corridor and in close proximity to commercial and non-residential activities. The use or enjoyment of the property may be affected by increased noise levels resulting from live and/or amplified music, traffic, car parking and other impacts associated with nearby commercial and non-residential activities within the transport corridor.”*

All development must comply with SPP 5.4 Road and Rail Noise and the City’s Policy No. 7.5.21 – Sound Attenuation.

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### 4.4 GENERAL PROVISIONS

Development within the precinct shall be in accordance with the tables and provisions as follows:

These requirements are applicable to the North Claisebrook Precinct. In addition to the general requirements, the provisions of State Planning Policy 7.3 – Residential Design Codes (R-Codes) Volumes 1 and 2 apply.

To the extent of any inconsistency, a requirement in this section replaces the relevant provision of the R-Codes.

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#### 4.4.1 BUILDING HEIGHT

*In addition to Acceptable Outcomes of Section 2.3 of R-Codes Volume 2*

Development of any site for the purposes of a building which is greater than 4 storeys, shall only be permitted where the land area comprises a minimum of 1200m<sup>2</sup>. Amalgamation with adjacent lots will be encouraged as an appropriate measure to achieve better design outcomes and the intended vision of this Policy.

## 4.4.2 URBAN DESIGN STUDY

*Schedule 2, Part 8, Clause 63 (c) of the Planning and Development (Local Planning Schemes) Regulations 2015)*

An Urban Design Study is to be submitted with the application for development approval and must consider all of the following local housing objectives:

- a. Appropriate use of a variety of materials and finishes that complement elements of the existing local character whilst avoiding the use of faux (made as an imitation, fake or false) materials.
- b. Articulation that uses architectural elements in addition to setbacks to reduce its impact on adjoining properties and improves the amenity of adjoining properties and the streetscape.
- c. Fire boosters, mail boxes and external fixtures that are integrated in the early design stage and located to minimise the impact on the public realm.
- d. Development that achieves visual interaction with the vehicle and pedestrian approaches.
- e. Development which integrates and/or acknowledges the design elements and character of the streetscape identified in the Urban Design Study.
- f. Development on corner sites that is designed to express significance and frame the corner to define the built form and give a strong edge to the public realm.
- g. Development expressed with strong visual elements that integrate with all street frontages and right of ways.
- h. Create cohesion of all street frontages and contribute to a comfortable pedestrian environment by addressing each frontage with passive surveillance and safe sight lines.
- i. Development shall integrate with adjoining public spaces by including visual surveillance or clearly visible entrances and paths directly onto the public space.
- j. Emphasize vertical articulation to break up building mass and highlight street level uses and details.
- k. Development designed to be adaptive and cater for changing uses over time within the relevant zone.
- l. High quality durable materials and textures used at street level and upper levels which express the architectural style of the surrounding context.
- m. Design which is responsive to any existing and/or proposed verge trees and will promote greening throughout the City.

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## 4.4.3 STREET SETBACKS

*In addition to Acceptable Outcome of Section 2.3 of R-Codes Volume 2*

- 4.4.3.1 Where minimum street setbacks are required, the setback area shall be used for landscaping, alfresco seating or other amenities that improve the public realm.

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## 4.4.4 HERITAGE AND CHARACTER MANAGEMENT

- 4.4.4.1 Existing heritage and character buildings should be retained and incorporated into any new development proposal.
- 4.4.4.2 New buildings adjacent to character buildings, identified through the Urban Design Study, shall have an architectural character that respects and complements the existing surrounding character buildings. This character should draw from prominent materials and colours of the area and shall express and strengthen the intended place identity; and
- 4.4.4.3 Development incentives may be sought to encourage the preservation and enhancement of heritage and character places (refer to Clause 4.7 Development Incentives for Community Benefit).
- 4.4.4.3 Contemporary architectural styles are acceptable provided they are designed manner that creatively interprets materials, form, and patterns of the locality.





### 4.4.5 FUTURE REUSE

*Applies In addition to Acceptable Outcome of Section 4.13 of R-Codes Volume 2*

- 4.4.5.1 New buildings must be designed with a minimum 3.5m floor to ceiling height on the ground floor and all levels of parking to allow future adaptation in use. This could include ground floor tenancies being adapted from office to restaurant or parking structures being converted to habitable spaces in the future.
- 4.4.5.2 All developments (residential and non-residential) shall have regard to the following:
  - a) The structure of the building including the design of the elevation and location of openings designed to allow use for habitable purposes in the future; and
  - b) Ground floor commercial tenancies shall be designed with space for infrastructure such as grease traps, exhaust ducts and power supply to allow future adaptation into other uses which require these services such as restaurants and cafes.

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### 4.4.6 MATERIALS AND FINISHES

*Applies In addition to Acceptable Outcome of Section 4.10.1 of R-Codes Volume 2*

- 4.4.6.1 New development must be of a high architectural quality, incorporating articulated facades with large openings to the street or clear glazing, fenestration, parapet treatments and other detailing and materials that respect and complement the established character of the area.

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### 4.4.7 LANDSCAPING

*Schedule 2, Part 8, Clause 63 (c) of the Planning and Development (Local Planning Schemes) Regulations 2015  
Residential and mixed-use development are strongly encouraged to satisfy clause 4.4.11.*

- 4.4.7.1 A landscape plan, prepared by a suitably qualified consultant, must be provided with all multiple dwellings, commercial and mixed-use development applications. The landscaping plan is to be in accordance with the provisions of the Residential Design Codes.
- 4.4.7.2 Development applications for commercial development must satisfy the following:
  - a. A minimum of 12% of the site area shall be provided Deep Soil Area (DSA). The Deep Soil Area shall have a minimum dimension of 1sqm (1m x 1m);
  - b. A minimum of 3% of the site area shall be provided as Planting Area. The Planting Area shall have a minimum dimension of 1sqm (1m x 1m);
  - c. Where the required deep soil area cannot be provided due to site constraints, planting areas are to be provided within structures at a rate of double the shortfall in deep soil area;
  - d. Where a lot boundary setback applies, 80% of that area at ground level must be provided as canopy cover at maturity; and
  - e. Existing trees on a property must be retained where they meet the following criteria:
    - i. Healthy specimens with ongoing viability;
    - ii. Species is not on the State or local weed register; and
    - iii. Height of at least 4m, or trunk diameter of 160mm measured 1m from the ground, or average canopy diameter of at least 4m
  - f. The proposed removal of any tree that meets clause A1.3.4 (above) is to be provided with an arboriculture assessment; Where removal is deemed appropriate by the arboriculture assessment the trees must be replaced;
  - g. The proposed removal of any native vegetation is to be supported by a flora and fauna assessment; and
  - h. Uncovered car parking at ground level must be provided with canopy cover at maturity of at least 60%.

## 4.4.8 LIFT OVER-RUNS, ROOFTOP PLANT ROOM, AND ARCHITECTURAL FEATURES

*Applies in addition to Clause A3.6.9 of R-Codes Volume 1*

- 4.4.8.1 All lift over-runs and plant equipment must be adequately hidden from public view. This should be done through the design of the building rather than with a screening device that is visible to the public view.
- 4.4.8.2 Lift over-runs and rooftop plant room must not exceed 3.5m above the applicable maximum building height.

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## 4.4.9 PROJECTIONS AND AWNINGS

*Applies in addition to the Acceptable Outcomes of Section 4.10 of R-Codes Volume 2*

- 4.4.9.1 Pedestrians are provided with shelter from weather elements along building façades, except for:
- Where the design compromises the heritage significance of an existing building; or it presents significant servicing issues that otherwise could not be designed around.
- 4.4.9.2 Where weather protection along footpaths adjoining commercial and mixed use buildings is provided, they shall be provided in the form of continuous awnings and satisfy the following requirements:
- The weather protection will be integrated with the building design;
  - The weather protection shall be permanently fixed and shall be constructed of durable materials that provide sun and rain protection;
  - The weather protection shall project a minimum horizontal depth of 2.4m over the adjacent footpath; and
  - Awnings shall have a consistent clear height from footpath level between 2.75m and 3.5m.
- 4.4.9.3 Minor projections as defined by the R-Codes are excluded from the maximum building height calculation.
- 4.4.9.3 Balconies may project into the setback area, provided that such a projection complies with privacy requirements of the R-Codes.

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## 4.4.10 ROOF DESIGN

*Applies in addition to Clauses A 4.11.1 – A 4.11.3 of R-Codes Volume 2.*

- 4.4.10.1 Flat roof structures shall have a maximum solar absorptance rating of 0.4.
- 4.4.10.2 Pitched roof structures or roof structures that are visible from the street or adjacent properties shall have a maximum solar absorptance rating of 0.5, unless a suitable alternative is identified in the Urban Design Study.

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## 4.4.11 SERVICING AND FUNCTIONALITY

*Applies in addition to Clause 4.17 of R-Codes Volume 2*

- 4.4.11.1 Waste storage facilities are to be provided on site and in accordance with City of Vincent waste guidelines for new developments.
- 4.4.11.2 Waste storage facilities are to be screened from direct public view.
- 4.4.11.3 Residential Waste storage areas must be separated from non-residential storage areas.
- 4.4.11.4 A Waste Management Plan is required for all residential properties over two dwellings, Mixed Use Developments, Commercial, Industrial and other non-residential developments.





## 4.4.12 ENVIRONMENTALLY SUSTAINABLE DESIGN

Residential and mixed-use development are strongly encouraged to satisfy clause 4.4.11.

The following applies to all commercial development.

- 4.4.13.1 Development that considers the whole of life environmental impact of the building and incorporates measures to reduce this impact;
- 4.4.13.2 Development shall incorporate:
- Site planning principles that maximise solar passive design opportunities for both summer and winter; and
  - Recovery and re-use of rainwater, storm water, grey water and/or black water for non-potable water applications;
- 4.4.13.3 Development is encouraged to achieve the environmental performance standards shown in the below table, or their equivalent\*; and
- 4.4.13.4 A variety of Water Sensitive Urban Design (WSUD) principles are encouraged to be incorporated into every development within the precinct. These include:
- On site storm water retention and detention for the 1 year, 1 hour ARI event;
  - Water and nutrient wise landscaping;
  - Permeable paving and ground covers;
  - Rain gardens, bio filters, tree pits, green walls and vegetated soak wells; and
  - Rainwater tanks, either for garden use or plumbed back into a building for reuse.

ACCEPTED RATING FRAMEWORK	SPECIFICATION/COMPLIANCE REQUIREMENTS	MINIMUM REQUIREMENTS TO BE ACHIEVED	EVIDENCE
Green Building Council of Australia's Green Star Rating System	Current Design and As-Built rating tool	5-star Green Star rating	Preliminary Sustainable Design Report prepared by a Green Star Accredited Professional using the current Green Star Design and As-Built rating tool scorecard to demonstrate eligibility for 5-star Green Star rating
Life Cycle Assessment in Accordance with EN15978- Sustainability of construction works – Assessment of environmental performance of buildings –Calculation method	System Boundary must include all Life Cycle Modules (A1-2, B1-7, C1-4 and D) in addition to non-integrated energy (plug loads)	Global Warming Potential and Net Fresh Water Use Performance Reduction as per the table below.	Independently Reviewed EN15978 Compliant Target Setting LCA with a 20% factor of safety applied to improvement strategies
<b>Building Type</b>	<b>Performance Unit</b>		
	<b>Global Warming Potential</b>	<b>Net Fresh Water Use</b>	<b>Global Warming Potential</b>
Suburban Frames (BCA Class 1-3)	< 2,250 kgCO <sub>2</sub> e / Occupant / Year (50% saving against Perth statistical average residences)	< 57m <sup>3</sup> / Occupant / Year (50% saving against Perth statistical average residences)	< 57m <sup>3</sup> / Occupant / Year (50% saving against Perth statistical average residences)
Commercial Office (BCA Class 5)	< 104 kgCO <sub>2</sub> e / m <sup>2</sup> Net Lettable Area / year (30% saving against Perth statistical average office)	< 1.25 m <sup>3</sup> / m <sup>2</sup> Net Lettable Area / year (25% saving against Perth statistical average office)	< 1.25 m <sup>3</sup> / m <sup>2</sup> Net Lettable Area / year (25% saving against Perth statistical average office)
All Other Building Types	30% saving against Code-Compliant design	25% saving against Code-Compliant design	25% saving against Code-Compliant design

Note. The City accepts sustainability assessment frameworks and mechanism that are nationally or internationally recognised, compliant with applicable Australian/international standards and subject to oversight by a certifying body.

#### 4.4.13 SAFETY, LIGHTING AND CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

*In addition to Clause 3.7 of R-Codes Volume 2*

- 4.4.13.1 All areas of the private and public realm, especially places with lower volumes of foot traffic, must be adequately lit and designed to ensure that sightlines are provided from areas of high pedestrian traffic.
- 4.4.13.2 Lighting is provided to all areas that can be accessed by pedestrians.
- 4.4.13.3 Consider state government designing out crime guidance.

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#### 4.4.14 PAYMENT IN LIEU OF PUBLIC OPEN SPACE RESERVES

*Pursuant to s.153(1)(b) of the Planning and Development Act 2005*

- 4.4.14.1 Pursuant to s.153(1)(b) of the *Planning and Development Act 2005*, all subdivision of land that creates three or more lots must be subject to a condition requiring that the owner of the land to cede up to 10 percent of that land for the purpose of public open space, or make a payment equal to 10 percent of the value of that land to the local government.
- 4.4.14.2 Sub-clause '4.4.16.1' applies to all subdivision types including strata, survey strata, freehold, and community title. If a portion of land is subject to multiple eligible subdivisions, that portion of land will only be required to contribute once.

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#### 4.4.15 ROAD RESERVES, LANEWAYS AND PEDESTRIAN LINKS

- 4.4.15.1 Construction of a laneway or pedestrian link provided in accordance with Clause 6.1 is to be constructed by the applicant.  
  
As a condition of development or subdivision approval, properties affected by a road reservation are required to vest that portion of road reserve to the Crown as a condition of development or subdivision approval, whichever occurs first.  
  
The City will provide technical advice on the detailed design.
- 4.4.15.2 Construction of a public road, laneway or pedestrian link that is not provided in accordance with Clause 6.1 is to be undertaken by the City.

Note: Implementation of Parklets within on street parking bays to support commercial uses and to slow vehicle movement is encouraged..

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#### 4.4.16 PARKING

- 4.4.16.1 The Perth Parking Policy 2014 (PPP) (as amended) applies. This policy applies to the around bounded by Summers Street to the north, the rail line to the east, Graham Farmer to the south and Lord Street to the west.
- 4.4.16.2 Where the PPP is silent, the City of Vincent's Local Planning Policy: Non-Residential Development applies. The R-Codes applies to all residential development.

Given the precincts proximity to public transport networks, developments are encouraged to prioritise alternative methods of transport over private vehicles.





## 4.4.17 FACADE DESIGN

*In addition to Clause A 4.10.1 – A 4.10.6 of R-Codes Volume 2*

- 4.4.17.1 Development which fronts the public realm shall provide active frontages including glazing, openings and operable windows to ensure activity, interaction and surveillance of the street.
- 4.4.17.2 Ground floor spaces shall have a finished floor level to finished ceiling level height of a minimum of 3.5m.
- 4.4.17.3 Identify key design elements in the local area and streetscape through an Urban Design Study and integrate the design elements into building facades visible from the public realm. Developments shall:
- Integrate high-quality, durable and diverse materials and finishes into the façade, avoiding reflective or glaring materials, and cosmetic or superficial attachments to the building;
  - Design appropriately scaled buildings, considering rhythm, proportion, and height;
  - Incorporate vertical articulation by using tall and narrow facade treatments;
  - Not present a blank, monotonous, repetitious or dominant building treatment;
  - Incorporate architectural or functional elements integrated into the façade, rather than cosmetic or superficial attachments to the building;
  - Incorporate vertical articulation by using tall and narrow façade treatments;
  - Incorporate articulation such as doorways, windows, seating ledges, sills, stall raisers and other three-dimensional detailing;
  - Integrate fire boosters, mail boxes and external fixtures into the building design or screen them so they appear as part of the facade; and
  - Signage is to be minimal and integrated into the design of the building on the ground floor.
- 4.4.17.4 Ground floor glazing and/or tinting shall have a minimum of 70% visible light transmission to provide unobscured visibility.
- 4.4.17.5 Security measures shall be:
- Located and installed internally behind the glazing line or recessed between elements in the facade such as columns or doorway recesses; and
  - Transparent and visually permeable to allow views inside the building and enable internal light sources to be seen from the street;
- 4.4.17.6 Verandahs and colonnades are only permitted where they are constructed wholly within the lot boundaries of development site.
- 4.4.17.7 Development incorporates good passive solar design principles that reduce the reliance on mechanical system for heating and cooling when designing the building facade.
- 4.4.17.8 The design, activation and materials of a building on a corner site should be articulated and expressed volumetrically, addressing both primary and secondary streets. In particular, the quality of the primary and secondary façade of the ground floor should be of similar quality.

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## 4.4.18 PUBLIC DOMAIN INTERFACE

*In addition to Clause 3.6 of R-Codes Volume 2*

- 4.4.18.1 Exposed boundary walls visible to the street are to incorporate the following design features:
- Indentations;
  - Varying heights;
  - Varying materials, colours and textures; and/or
  - Public artwork.

## 4.5 MEDIUM DESIGN PROVISIONS

Applications for development approval for single houses and grouped dwellings within all sub precincts and multiple dwellings within the Suburban Frame Type B sub precinct shall be assessed in accordance with Part C of the R-Codes Volume 1.

In assessing applications for development approval and local development plans the City shall have regard to the Policy Objectives this policy the intent statement of each sub precinct and the general provisions included in Clause 4.4 of this Policy.

In accordance with Clause 3.2 of the R-Codes Volume 1, this Policy contains provisions that amend or replace the deemed-to comply provisions set out in Part C of the R-Codes. Additional Local Housing Objectives have been included for a number of provisions. The Design Principles of the R-Codes Volume 1 remain and apply. The table below details which deemed-to-comply provisions of Part C of the R-Codes Volume 1 have been amended (clarified) or replaced (provide new) by deemed-to-comply provisions of this Local Planning Policy.

**TABLE 4.5.1 TABLE OF MODIFICATIONS FOR STATE PLANNING POLICY 7.3 RESIDENTIAL DESIGN CODES VOLUME 1 (PART 2)**

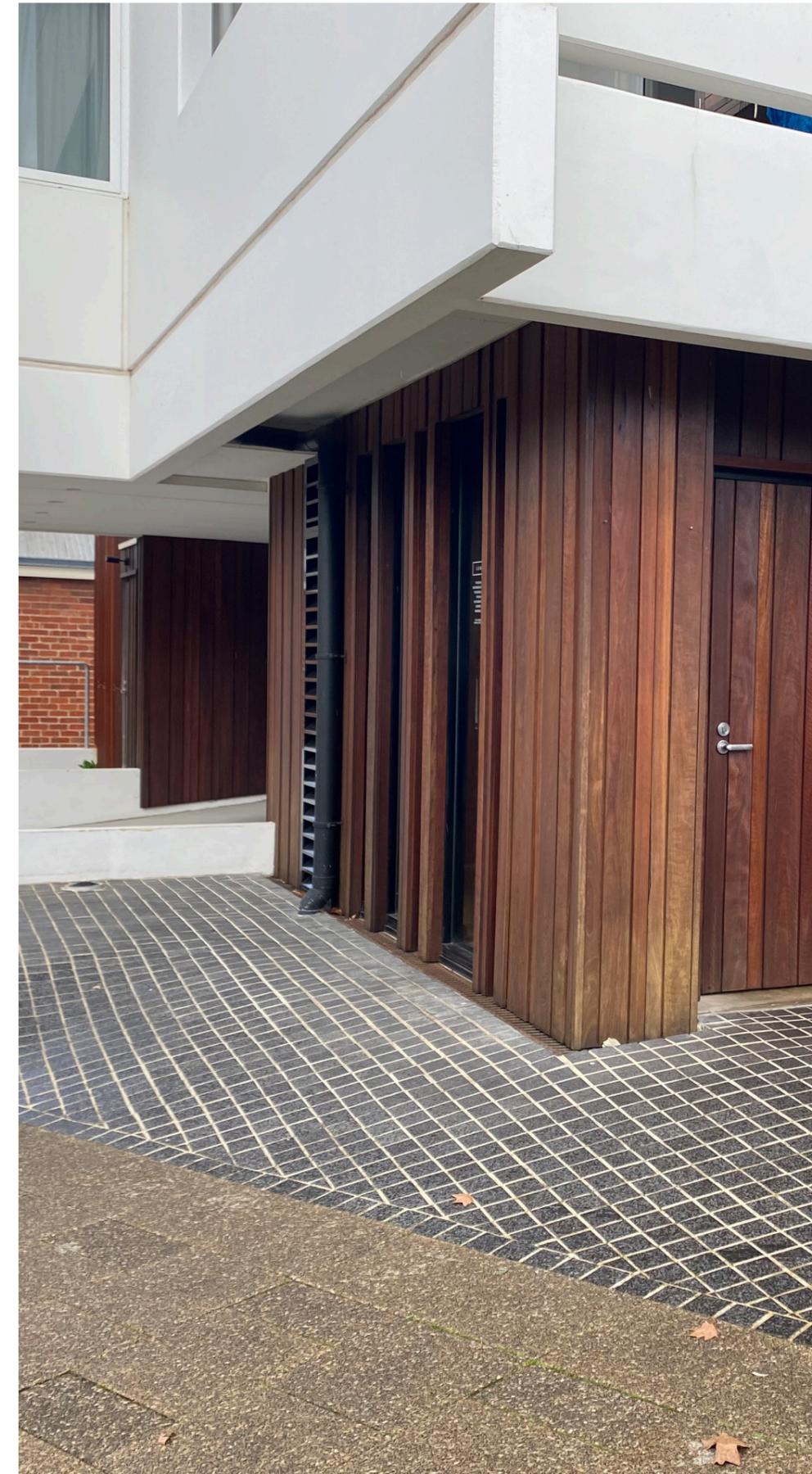
R-CODE ELEMENT	APPLICABLE CLAUSE	APPLICABLE DEEMED-TO-COMPLY STANDARD
<b>Part 2 The Building</b>		
2.5 Utilities	4.5.1 Utilities	Clause 4.5.1.1 - 4.5.1.6 replaces C2.5.2 C2.5.1 and C2.5.3 of Part C of R-Codes Volume 1 remain and apply
<b>Part 3 Neighbourliness</b>		
3.3 Street Setbacks	4.5.2 Setbacks of Buildings 4.5.3 Setbacks of Garages and Carports	Clause 4.5.2.1 - 4.5.2.7 replaces C3.3.1 & C3.3.2. C3.3.3 remains and apply Clause 4.5.3.1 - 4.5.3.7 replace C3.3.4 & C3.3.5. C3.3.6 remains and applies
3.6 Streetscape	4.5.4 Addressing the Street 4.5.5 Street Walls and Fencing	Clauses 4.5.4.1 and 4.5.4.2 replace C3.6.5. Clause 4.5.4.1 - 4.5.4.4 replaces C3.6.7 and 3.6.8. Clauses C4.1 – C3.6.4, 3.6.6 & 3.6.9 remain.



4.5.1 UTILITIES			
R-Codes	Replace	Remain	
	<i>Clause 4.5.1.1 - 4.5.1.6 replaces C2.5.2</i>	<i>C2.5.1 and C2.5.3 of Part C of R-Codes Volume 1 remain and apply.</i>	
	Local Housing Objective	Deemed-to-Comply	
P4.5.1.1	Development which preserves and enhances the visual character of the existing streetscape by considering building bulk, scale and design	C4.5.1.1	Utilities (with the exemption of solar collectors and electric vehicle charging) and are permitted where they are: <ul style="list-style-type: none"> <li>• Not visible from the street and surrounding properties; or</li> <li>• Integrated with the design of the building</li> </ul>
		C4.5.1.3	If external fixtures cannot be integrated into the design of the building to be concealed from the street and surrounding properties, they will be required to be screened as follows: <ul style="list-style-type: none"> <li>• Continuous vertical or horizontal opaque material more than 50mm in width, occupying a minimum of three quarters of the total surface area in aggregate; or</li> <li>• a surface offering equal or more obstruction to view which does not compromise ventilation.</li> </ul>
		C4.5.1.3	For single houses and grouped dwellings, air conditioning fixtures are to be placed at the rear of the ground floor. The highest point of the air conditioning fixture is to be a maximum 1.8m above natural ground level or below the existing fence line.

#### 4.5.2 SETBACKS OF BUILDINGS

R-Codes	Replace	Remain	
	<i>Clauses 4.5.2.1 - 4.5.2.7 replaces C3.6.5 C3.3.1 &amp; C3.3.2. of Part C of the R-Codes Volume 1.</i>	<i>Clauses 3.3.6 remains and applies of Part C of the R-Codes Volume 1 remain and apply.</i>	
	Local Housing Objective	Deemed-to-Comply	
P4.5.2.1	Development which incorporates predominant features of the streetscape.	C4.5.2.1	The primary street setback is to be calculated by averaging the setback of the five adjoining properties, either side of the proposed development.
P4.5.2.2	Development which clearly distinguishes all upper floors from lower storeys to clearly distinguish the parts of the dwelling	C4.5.2.2	For the purpose of averaging, the primary street setback is to be measured from the street alignment to the nearest wall of the dwelling excluding porches, verandahs, carports and balconies.
P4.5.2.3	Development which minimises the visual bulk of the buildings through articulation of larger wall lengths and the stepping back of upper storeys walls.	C4.5.2.3	An unenclosed porch, verandah or the equivalent may (subject to the Building Codes of Australia) project into the primary street setback area to a maximum of half the required primary street setback area.
P4.5.2.4	Development which activates and addresses rights of way.	C4.5.2.4	Walls on upper floors setback a minimum of 2m behind the ground floor predominant building line (excluding any porch or verandah), as determined by the City.
		C4.5.2.5	Balconies on upper floors setback a minimum of 1m behind the ground floor predominant building line (excluding any porch or verandah), as determined by the City.
		C4.5.2.6	The ground floor secondary street setback is to be as per the R-Codes.
		C4.5.2.7	Secondary street setbacks for upper floors is to be 1.5m behind each portion of the ground floor setback

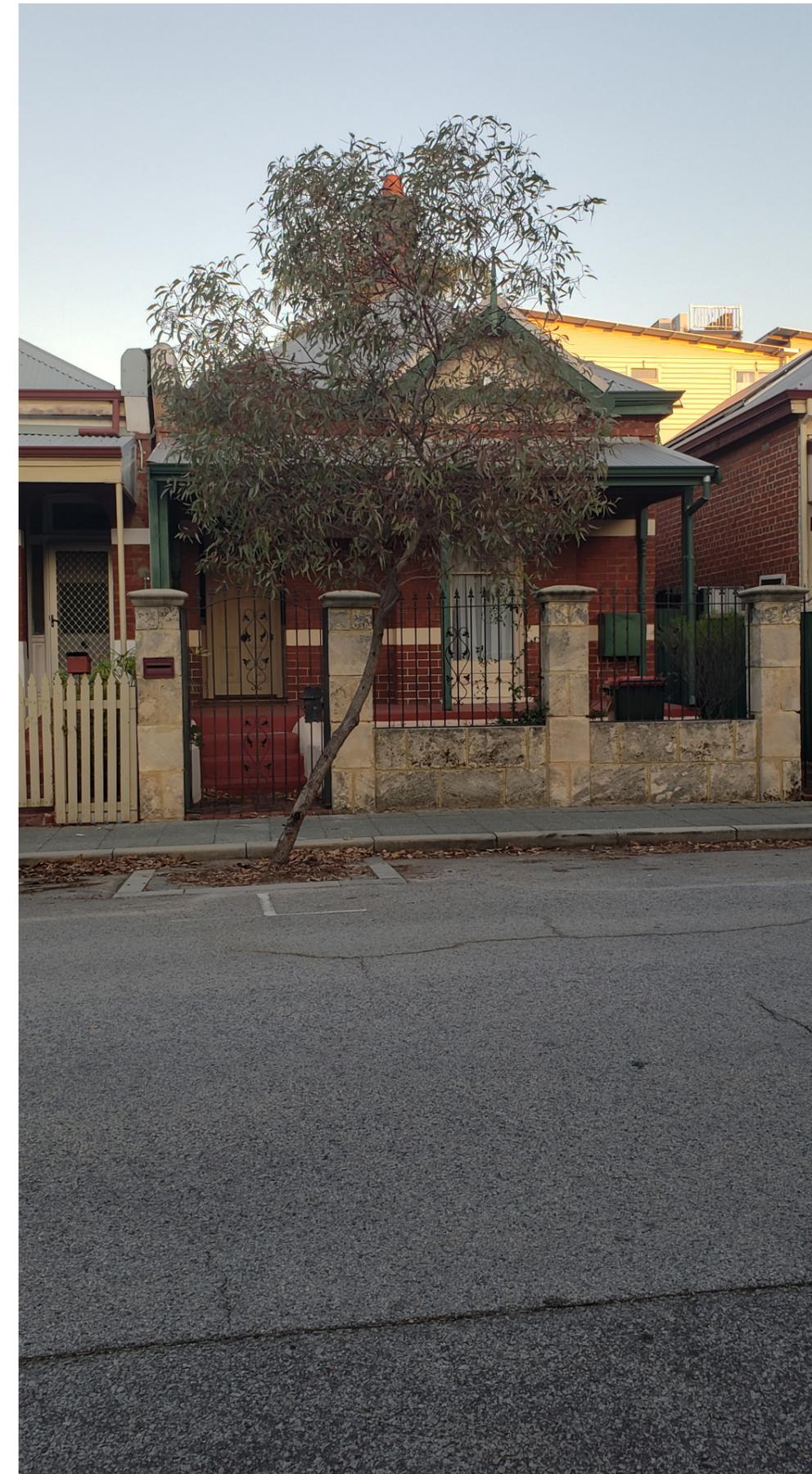


#### 4.5.3 SETBACKS OF GARAGES AND CARPORTS

R-Codes	Replace	Remain	
	<i>Clauses 4.5.3.1-4.5.3.7 replace C3.3.4 &amp; C3.3.5 of Part C of the R-Codes Volume 1.</i>	<i>Clause 3.3.6 of Part C of the R-Codes Volume 1 remains and applies.</i>	
	Local Housing Objective	Deemed-to-Comply	
P4.5.3.1	The setting back of carports and garages to maintain clear sight lines along the street and not to detract from the streetscape or appearance of dwellings; or dominate views of dwellings from the street and vice versa.	C4.5.3.1	Vehicular access to car parking, carports and garages from the street are subject to compliance with clause 3.7 of Part C R-Codes Volume 1
P4.5.3.2	Development which preserves and enhances the visual character of the existing streetscape by considering building bulk, scale, setbacks, and design.	C4.5.3.2	Garages are to be setback a minimum of 500mm behind the dwelling alignment (excluding any porch portico verandah or balcony or the like).
		C4.5.3.3	Carports shall be setback in accordance with Clause C6.3.1 and C6.3.2 of this Policy. This setback may be reduced in accordance with C3.3.5 of Part C R-Codes Volume 1.
		C4.5.3.4	Garages and carports must match the existing developments predominant colour, scale and materials and must be complementary and subservient to the dwelling
		C4.5.3.5	Carports must provide an unobstructed view to major openings of the dwelling from the street, right of way or equivalent. Gates or doors to carports are required to be visually permeable.
		C4.5.3.6	The total width of any carport within the street setback area is not to exceed 50 per cent of the frontage (including strata lots) of the lot or six metres whichever is the lesser.
		C4.5.3.7	The total width of any carport within the street setback area is not to exceed 50 per cent of the frontage (including strata lots) of the lot or six metres whichever is the lesser.

#### 4.5.4 ADDRESSING THE STREET

R-Codes	Replace	Remain	
	<i>Clauses 4.5.4.1 and 4.5.4.2 replace C3.6.5 of Part C of the R-Codes Volume 1</i>	<i>Clauses C3.6.1 – C3.6.4, 3.6.6 &amp; 3.6.9 of Part C of the R-Codes Volume 1 remains and applies.</i>	
	Local Housing Objective	Deemed-to-Comply	
P4.5.4.1	Development which preserves and enhances the visual character of the existing streetscape and minimises the visual impact of the garage.	C4.5.4.1	Garages doors and their supporting structures are not to occupy more than 50% of the width of the lot.
		C4.5.4.2	For lots less than 10 metres wide, garages and their supporting structures are to be a maximum of 4 metres wide.



#### 4.5.5 STREET WALLS AND FENCING

R-Codes	Replace	Remain	
	Clause 4.5.5.1-4.5.5.4 replaces C3.6.7 and 3.6.8 of Part C of the R-Codes Volume 1	Clauses C3.6.1 – C3.6.4, 3.6.6 & 3.6.9 of Part C of the R-Codes Volume 1 remains and applies.	
	Local Housing Objective		Deemed-to-Comply
<b>P4.5.5.1</b>	Development which preserves and enhances the visual character of the existing streetscape by considering bulk, scale, setbacks, design, relationship between the private and public domain, and fencing styles.	<b>C4.5.5.1</b>	Street walls, street fences and gates are to be of a style and materials compatible with those of the dwelling on site and/or walls, fences and gates of the immediate surrounding area excluding fibre cement and metal sheeting.
		<b>C4.5.5.2</b>	Street walls, fences and gates within the primary street setback area, including along the side boundaries, and front walls and fences to new dwellings fronting a right of way or dedicated road to be as follows: <ul style="list-style-type: none"> <li>• Maximum height of 1.8 metres above the natural ground level;</li> <li>• Maximum height of piers with decorative capping to be 2 metres above the natural ground level;</li> <li>• Maximum height of solid portion of wall to be 1.2 metres above adjacent footpath level and are to be visually permeable above 1.2 metres;</li> <li>• Posts and piers are to have a maximum width 400 millimetres and a maximum diameter of 500 millimetres; and</li> <li>• The distance between piers should not be less than the height of the piers except where pedestrian gates are proposed.</li> </ul>
		<b>C4.5.5.3</b>	Street walls, fences and gates to secondary streets, behind the primary street setback line, or walls, fences and gates to the primary streets where those streets are district distributor roads to be as follows: <ul style="list-style-type: none"> <li>• Solid portion of wall may increase to a maximum height of 1.8m above adjacent footpath level provided that the wall or fence has at least two significant appropriate design features (to the satisfaction of the City of Vincent) to reduce the visual impact – for example, significant open structures, recesses and/or planters facing the road at regular intervals and varying materials, finishes and/or colours; and</li> <li>• Maximum height of piers with decorative capping to be 2m above adjacent footpath level.</li> </ul>
		<b>C4.5.5.4</b>	Walls, fences and gates on the side boundaries within the primary street setback area, constructed from metal sheeting are permitted provided they meet all other requirements relating to height, provide adequate sight lines and are not a side boundary fence facing a secondary street.

Note: The measurement of street walls, fences and gates is to include any retaining walls and is to be measured from the natural ground level immediately below the base of the wall to the top of the wall above, within the development site. In the case of primary street frontage, the measurement of street walls, fences and gates is to be measured from the natural ground level of the footpath immediately below the base of the wall to the top of the wall above.



## 4.6 SPECIFIC DEVELOPMENT PROVISIONS

### 4.6.1 MULTIPLE DWELLINGS AND MIXED-USE DEVELOPMENT

In accordance with clause 1.2.2 of R-Codes Volume 2, this Policy contains provisions that amend or replace the Acceptable Outcomes set out in Parts 2, 3 and 4 of the R-Codes Volume 2. The Element Objectives of the R-Codes Volume 2 remain and apply. The table below details which Acceptable Outcomes of the R-Codes Volume 2 have been amended or replaced by Acceptable Outcomes within the Local Planning Policy.

In assessing applications for development approval and local development plans, the City shall have regard to the Element Objectives of the R-Codes, Policy Objectives, the intent statement of each sub precinct and the general provisions included in Clause 4.4 of this Policy.

**TABLE 4.6.1 OF MODIFICATIONS FOR STATE PLANNING POLICY 7.3 RESIDENTIAL DESIGN CODES VOLUME 2 (APARTMENTS)**

R-CODE VOLUME 2 DESIGN ELEMENT	APPLICABLE SUB-PRECINCT CLAUSE NUMBER					
	1. VILLAGE	2. CITYSCAPE	3. URBAN FRAME	4. TRANSIT CORRIDOR	5. SUBURBAN FRAME	APPLICABLE ACCEPTABLE OUTCOMES
<b>Part 2 - Primary Controls</b>						
<b>2.2 Building Height</b>	1.1	2.1	3.1	4.4	5.1	Clause 1.1 - 5.1 replaces Acceptable Outcome A2.2.1 of the R-Codes Volume 2.
<b>2.3 Street Setbacks</b>	1.2	2.2	3.2	4.2	5.2	Clause 1.2 - 5.2 replaces Acceptable Outcome A 2.3.1 of the R-Codes Volume 2.
<b>2.4 Side and Rear Setbacks</b>	1.3	2.3	3.3	4.3	5.3	Clause 1.2 - 5.2 replaces Acceptable Outcome A 2.4.1 of the R-Codes Volume 2.
<b>2.5 Plot Ratio</b>	Not applicable in the NCPF	Not applicable in the NCPF	Not applicable in the NCPF	No Additional Acceptable outcomes.	No Additional Acceptable outcomes.	Plot ratio is not applicable within the Village, Cityscape and Urban Frame precincts. For the Transit Corridor and Suburban Frame, Clause 2.5.1 of the R-Codes Volume 2 remain and applies.
<b>Part 3 - Siting the Development</b>						
<b>3.6 Public Domain Interface</b>	No Additional Acceptable outcomes.	No Additional Acceptable outcomes.	No Additional Acceptable outcomes.	4.4	5.4	For the Transit Corridor and Suburban Frame Clause 4.4 and 5.4 apply in addition to Clauses A 3.6.1 – A 3.6.9 of R-Codes Volume 2. For the Village, Cityscape and Urban Frames Clauses A 3.6.1 – A 3.6.9 R-Codes of the Volume 2 remain and apply.
<b>3.7 Pedestrian Access and Entries</b>	1.5	2.5	3.5	No Additional Acceptable outcomes.	No Additional Acceptable outcomes.	For the Village, Cityscape and Urban Frames Clause 1.5, 2.4 and 3.4 applies in addition to Clauses A 3.7.1 to A3.7.6 of R-Codes Volume 2. For the Transit Corridors and Suburban Frame Clauses A 3.7.1 to A 3.7.6 of the R-Codes Volume 2 remain and apply.



## 1.0 VILLAGE

1.1 HEIGHTS		
R-Codes	Replace	Remain
	<i>Clause 1.1 replaces Acceptable Outcome A 2.1.1 of the R-Codes Volume 2.</i>	-
Acceptable Outcomes		
A1.1.1	Acceptable height for a development: 4 storeys (15m) in height	
A1.1.2	External fixtures may extend beyond the maximum height in Figure 2 where they are not visible from the street or neighbouring properties	

1.2 STREET SETBACKS		
R-Codes	Replace	Remain
	<i>Clause 1.2 replaces Acceptable Outcome A 2.4.1 of the R-Codes Volume 2.</i>	<i>Clause A 2.4.2 of the R-Codes Volume 2 remains and applies.</i>
Acceptable Outcomes		
A1.2.1	Ground Floor to Third Storey: 2m Fourth Storey: 5m	
Development Adjoining Rights of Way		
A1.2.2	Where development adjoins a right of way the setback shall be measured from the midpoint of the right of way.	
A1.2.3	Development must address adjoining rights of way by providing passive surveillance and openings to the right of way.	

1.3 SIDE AND REAR SETBACK		
R-Codes	Replace	Remain
	<i>Clause 1.3 applies in addition to Clauses A 3.7.1 to A 3.7.6 of R-Codes Volume 2.</i>	<i>Clauses A 3.7.1 to A 3.7.6 of R-Codes Volume 2 remain and apply.</i>
Acceptable Outcomes		
A1.3.1	Ground Floor to Third Storey: 0m Fourth Storey: 3m	
Development Adjoining Rights of Way		
A1.3.2	Where development adjoins a right of way the setback shall be measured from the midpoint of the right of way.	
A1.3.3	Development must address adjoining rights of way by providing passive surveillance and openings to the right of way.	

1.4 PEDESTRIAN ACCESS AND ENTRIES		
R-Codes	Replace	Remain
	<i>Clause 1.4 applies in addition to Clauses A 3.7.1 to A 3.7.6 of R-Codes Volume 2.</i>	<i>Clauses A 3.7.1 to A 3.7.6 of R-Codes Volume 2 remain and apply.</i>
Acceptable Outcomes		
A1.4.1	Pedestrian access which is identifiable from the street and visitor car parking areas and other public areas.	
A1.4.2	Access for pedestrians which directly fronts the primary street.	
A1.4.3	Developments shall distinguish residential entries from retail and other commercial entries.	
A1.4.4	Internal ground floor level to be at grade.	
A1.4.5	Design of balustrades to be integrated into the design of the development.	
A1.4.6	Ramps are not to exceed 50% of the active frontage.	





1.5 VEHICLE ACCESS		
R-Codes	Replace	Remain
	Clause 1.5 applies in addition to Clause A 3.8.1 – A 3.8.7 of R-Codes Volume 2.	Clauses A 3.7.1 to A 3.7.6 of R-Codes Volume 2 remain and apply.
Acceptable Outcomes		
A1.5.1	Service areas and vehicular access shall be: a. Taken from the rear laneway or secondary street in the first instances; or b. Collocated where taken from the primary street to maximise the width of active frontage.	
A1.5.2	Access to on-site car parking spaces to be provided: <ul style="list-style-type: none"> <li>Where available, from a right of way available for lawful use to access the relevant lot and which is adequately paved and drained from the property boundary to a dedicated road; or</li> <li>from a secondary street where no right of way exists; or</li> <li>from the primary street frontage where no secondary street or right-of way exists.</li> </ul>	
A1.5.3	Access to a right of way is required to be trafficable to the nearest dedicated road. The cost to upgrade a right of way to make it trafficable is to be borne by the applicant.	
A1.5.4	Where vehicular access is provided from a street, all vehicles are required to enter and exit the site in forward gear.	
A1.5.5	Roller shutters, doors and screens are to be visually permeable.	
A1.5.6	Onsite parking for a development shall be located beneath or at the rear of buildings.	
A1.5.7	In a mixed-use development, car bays should be clearly signposted differentiating between the residential car bays and the commercial car bays.	
A2.5.8	Where on-site parking provided for customer/client use is not directly visible from the adjacent street, adequate signage is to be provided to promote public knowledge of and direction to the car park. This signage is to comply with the requirements of the City's Policy relating to Signs and Advertising.	
A2.5.9	Existing trees must not be removed to provide for vehicle access.	
A2.5.10	Each lot is to provide a maximum of one crossover.	
A2.5.11	The maximum width of a single crossover is 3m. The maximum width of a double crossover is 5m.	

## 2.0 CITYSCAPE

2.1 HEIGHTS		
R-Codes	Replace	Remain
	Clause 2.1 replaces Acceptable Outcome A 2.1.1 of the R-Codes Volume 2.	-
Acceptable Outcomes		
A2.1.1	Acceptable height for the podium: 3 Storeys (10m)	
A2.1.2	Acceptable height for the development: 12 Storeys (39m) - This is subject compliance with Clause 4.4.1 - Building Height	
A2.1.3	Maximum height for the development is to be 16 Storeys (53m)	
A2.1.4	External fixtures may extend beyond the maximum height where they are not visible from the street or neighbouring properties	
<b>Note:</b> Total height of development is to be in accordance with Clause 36 of LPS2 (Subject to WAPC approval of Amendment 11).		

2.2 STREET SETBACKS		
R-Codes	Replace	Remain
	Clause 2.2 replaces Acceptable Outcome A 2.3.1 of the R-Codes Volume 2.	-
Acceptable Outcomes		
A2.2.1	Street Setbacks are to be in accordance with Table 2.2.1	
Table 2.2.1 Street Setbacks		
Podium	Edward Street and Caversham Road: 2m Lord Street and Claisebrook Road: Nil	
Tower	Up to 8 storeys (30m): Minimum 5m 9 storeys and up: Minimum 7m	





2.3 SIDE AND REAR SETBACK		
R-Codes	Replace	Remain
	Clause 2.3 replaces Acceptable Outcome A 2.4.1 of the R-Codes Volume 2.	Clause A 2.4.2 of the R-Codes Volume 2 remains and applies.
Acceptable Outcomes		
A2.3.1	Setbacks are to be in accordance with Table 2.3.1	
Table 2.2.1 Side and Rear Setbacks		
Podium	Nil	
Tower	Up to 8 storeys (30m): Minimum 4m. 9 storeys and up: Minimum 6m	

2.4 PEDESTRIAN ACCESS AND ENTRIES		
R-Codes	Replace	Remain
	Clause 2.4 applies in addition to Clauses A 3.7.1 to A 3.7.6 of R-Codes Volume 2.	Clauses A 3.7.1 to A 3.7.6 of R-Codes Volume 2 remain and apply.
Acceptable Outcomes		
A2.4.1	Pedestrian access which is identifiable from the street and visitor car parking areas and other public areas.	
A2.4.2	Access for pedestrians which directly fronts the primary street.	
A2.4.3	Developments shall distinguish Residential entries from retail and other commercial entries.	
A2.4.4	Internal ground floor level to be at grade.	
A2.4.5	Design of balustrades to be integrated into the design of the development.	
A2.4.6	Ramps are not to exceed 50% of the active frontage.	

## 2.5 VEHICLE ACCESS

R-Codes	Replace	Remain
	<i>Clause 1.5 applies in addition to Clause A 3.8.1 – A 3.8.7 of R-Codes Volume 2.</i>	<i>Clauses A 3.7.1 to A 3.7.6 of R-Codes Volume 2 remain and apply.</i>
Acceptable Outcomes		
<b>A2.5.1</b>	Service areas and vehicular access shall be: a. Taken from the rear laneway or secondary street in the first instances; or b. Collocated where taken from the primary street to maximise the width of active frontages.	
<b>A2.5.2</b>	Access to on-site car parking spaces to be provided: <ul style="list-style-type: none"> <li>• where available, from a right of way available for lawful use to access the relevant lot and which is adequately paved and drained from the property boundary to a dedicated road;</li> <li>• from a secondary street where no right of way exists; or</li> <li>• from the primary street frontage where no secondary street or right-of way exists.</li> </ul>	
<b>A2.5.3</b>	Access to a right of way is required to be trafficable to the nearest dedicated road. The cost to upgrade a right of way to make it trafficable is to be borne by the applicant.	
<b>A2.5.4</b>	Where vehicular access is provided from a street, all vehicles are required to enter and exit the site in forward gear.	
<b>A2.5.5</b>	Roller shutters, doors and screens are to be visually permeable	
<b>A2.5.6</b>	Onsite parking for a development shall be located beneath or at the rear of buildings.	
<b>A2.5.7</b>	In a mixed-use development, car bays should be clearly signposted differentiating between the residential car bays and the commercial car bays.	
<b>A2.5.8</b>	Where on-site parking provided for customer/client use is not directly visible from the adjacent street, adequate signage is to be provided to promote public knowledge of and direction to the car park. This signage is to comply with the requirements of the City's Policy relating to Signs and Advertising.	
<b>A2.5.9</b>	Existing trees must not be removed to provide for vehicle access.	
<b>A2.5.10</b>	Each lot is to provide a maximum of one crossover	
<b>A2.5.11</b>	The maximum width of a single crossover is 3m. The maximum width of a double crossover is 5m.	





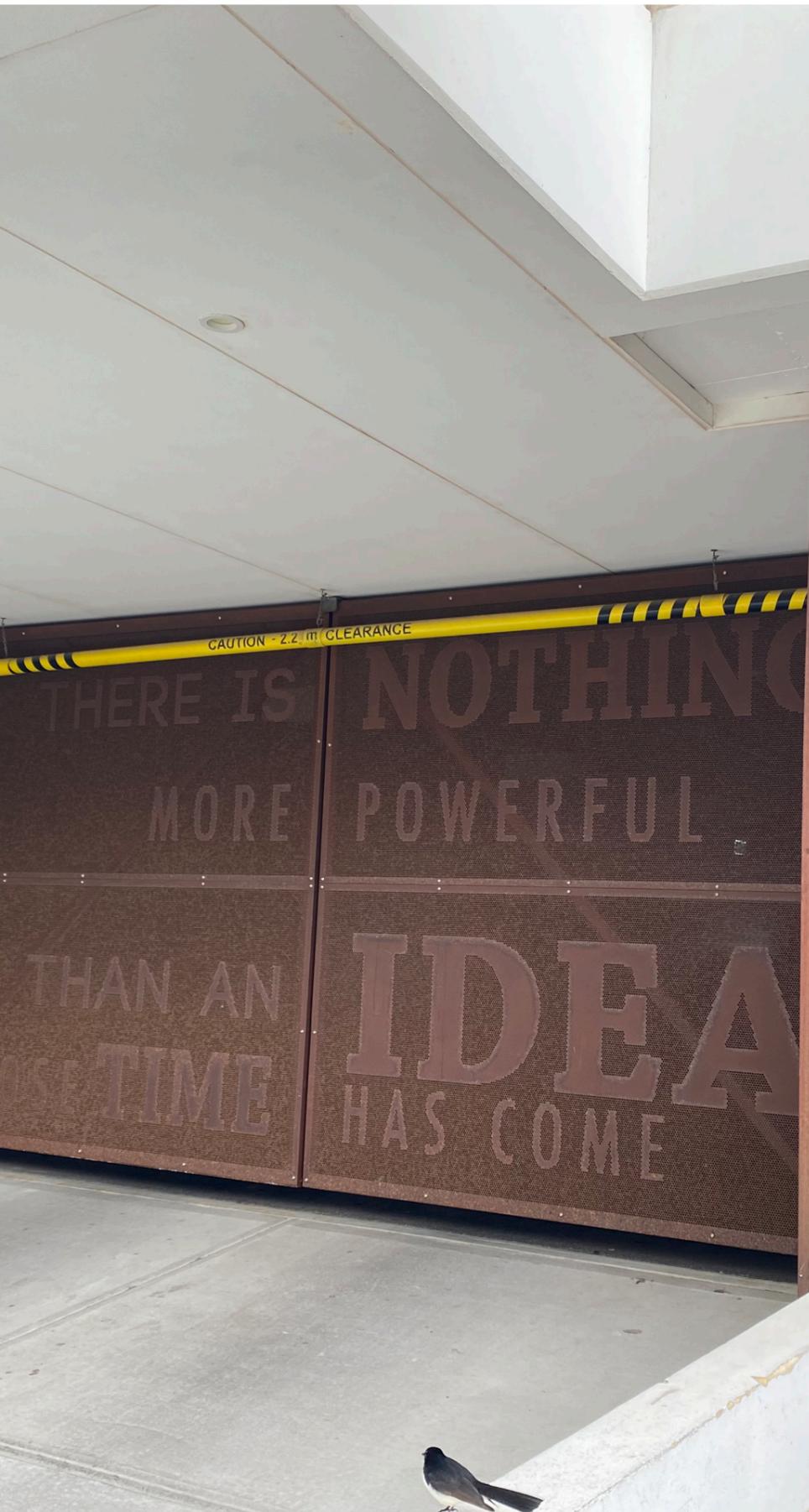
### 3.0 URBAN FRAME

3.1 HEIGHTS		
R-Codes	Replace	Remain
	Clause 3.1 replaces Acceptable Outcome A 2.1.1 of the R-Codes Volume 2.	-
Acceptable Outcomes		
A3.1.1	Development is to be in accordance with the building heights provided in Table 3.1.1	
A3.1.2	External fixtures may extend beyond the maximum height in Table 2-1.1 and Figure 2 where they are not visible from the street or neighbouring properties	
A3.1.3	Maximum Height of the tower development for Type A is subject to compliance with Clause 4.7 - Development Incentives for Community Benefit.	
Table 3.1.1 Building Height Urban Frames		
Urban Frame Typology	Indicative Height in metres	
Type A	Podium height: 3 Storeys (10m) Acceptable development height: 8 Storeys (27m) - This is subject to compliance with Clause 4.4.1 - Building Height Maximum development height: 12 Storeys (39m) - Subject to compliance with Clause 4.7 - Development Incentives for Community Benefit.	
Type B	Acceptable podium height: 3 Storeys (10m) Acceptable development height: 8 Storeys (27m)	
Type C	Acceptable height: 6 Storeys (21m) - This is subject to compliance with Clause 4.4.1 - Building Height	
<b>Note:</b> Total height of development is to be in accordance with Clause 36 of LPS2 (Subject to WAPC approval of Amendment 11).		

3.2 STREET SETBACKS			
R-Codes	Replace		Remain
		Clause 3.2 replaces Acceptable Outcome A 2.3.1 of the R-Codes Volume 2.	
Acceptable Outcomes			
A3.2.1	Development is to be in accordance with the street setbacks provided in Table 2.2.1		
Table 3.2.1 Street Setbacks			
	Type A	Type B	Type C
Podium	2m	2m	N/A
Tower	Up to 8 storeys (30m): Minimum 5m. 9 storeys and up: Minimum 7m	Up to 8 storeys (30m): Minimum 5m.	Up to 3 storeys – 2m Four storeys and up 5m

3.3 SIDE AND REAR SETBACK			
R-Codes	Replace		Remain
		Clause 3.3 replaces Acceptable Outcome A 2.4.1 of the R-Codes Volume 2.	
Acceptable Outcomes			
A3.3.1	Development is to be in accordance with the street setbacks provided in Table 2.2.1		
Development Adjoining Rights of Way			
A3.3.2	Where development adjoins a right of way the setback shall be measured from the midpoint of the right of way.		
A3.3.3	Development must address adjoining rights of way by providing passive surveillance and openings to the right of way.		
Table 3.3 Side and Rear Setbacks			
	Type A	Type B	Type C
Podium	2m	3m	N/A
Tower	3m Up to 8 storeys (30m): Minimum 4m. 9 storeys and up: Minimum 6m	Up to 8 storeys (30m): Minimum 4m.	Where land adjoins other properties within the Urban Frame or Transit Corridor: Nil to 3 storeys Above 3 storeys: R-Codes Volume 2 Table 2.1





3.4 PEDESTRIAN ACCESS AND ENTRIES		
R-Codes	Replace	Remain
		<i>Clause 3.4 applies in addition to Clauses A 3.7.1 to A 3.7.6 of R-Codes Volume 2.</i>
Acceptable Outcomes		
A3.4.1	Pedestrian access which is identifiable from the street and visitor car parking areas and other public areas.	
A3.4.2	Access for pedestrians which directly fronts the primary street.	
A3.4.3	Developments shall distinguish residential entries from retail and other commercial entries.	
A3.4.4	Internal ground floor level to be at grade.	
A3.4.5	Design of balustrades to be integrated into the design of the development.	
A3.4.6	Ramps are not to exceed 50% of the active frontage.	

3.5 VEHICLE ACCESS		
R-Codes	Replace	Remain
		<i>Clause 1.5 applies in addition to Clause A 3.8.1 – A 3.8.7 of R-Codes Volume 2.</i>
Acceptable Outcomes		
A3.5.1	Service areas and vehicular access shall be: a. Taken from the rear laneway or secondary street in the first instances; or b. Collocated where taken from the primary street to maximise the width of active frontages.	
A3.5.2	Access to on-site car parking spaces to be provided: <ul style="list-style-type: none"> <li>• where available, from a right of way available for lawful use to access the relevant lot and which is adequately paved and drained from the property boundary to a dedicated road;</li> <li>• from a secondary street where no right of way exists; or</li> <li>• from the primary street frontage where no secondary street or right-of way exists.</li> </ul>	
A3.5.3	Access to a right of way is required to be trafficable to the nearest dedicated road. The cost to upgrade a right of way to make it trafficable is to be borne by the applicant.	
A3.5.4	Where vehicular access is provided from a street, all vehicles are required to enter and exit the site in forward gear.	
A3.5.5	Roller shutters, doors and screens are to be visually permeable	
A3.5.6	Onsite parking for a development shall be located beneath or at the rear of buildings.	
A3.5.7	In a mixed-use development, car bays should be clearly signposted differentiating between the residential car bays and the commercial car bays.	
A3.5.8	Where on-site parking provided for customer/client use is not directly visible from the adjacent street, adequate signage is to be provided to promote public knowledge of and direction to the car park. This signage is to comply with the requirements of the City's Policy relating to Signs and Advertising.	
A3.5.9	Existing trees must not be removed to provide for vehicle access.	
A3.5.10	Each lot is to provide a maximum of one crossover	
A3.5.11	The maximum width of a single crossover is 3m. The maximum width of a double crossover is 5m.	

## 4.0 TRANSIT CORRIDOR

### 4.1 HEIGHTS

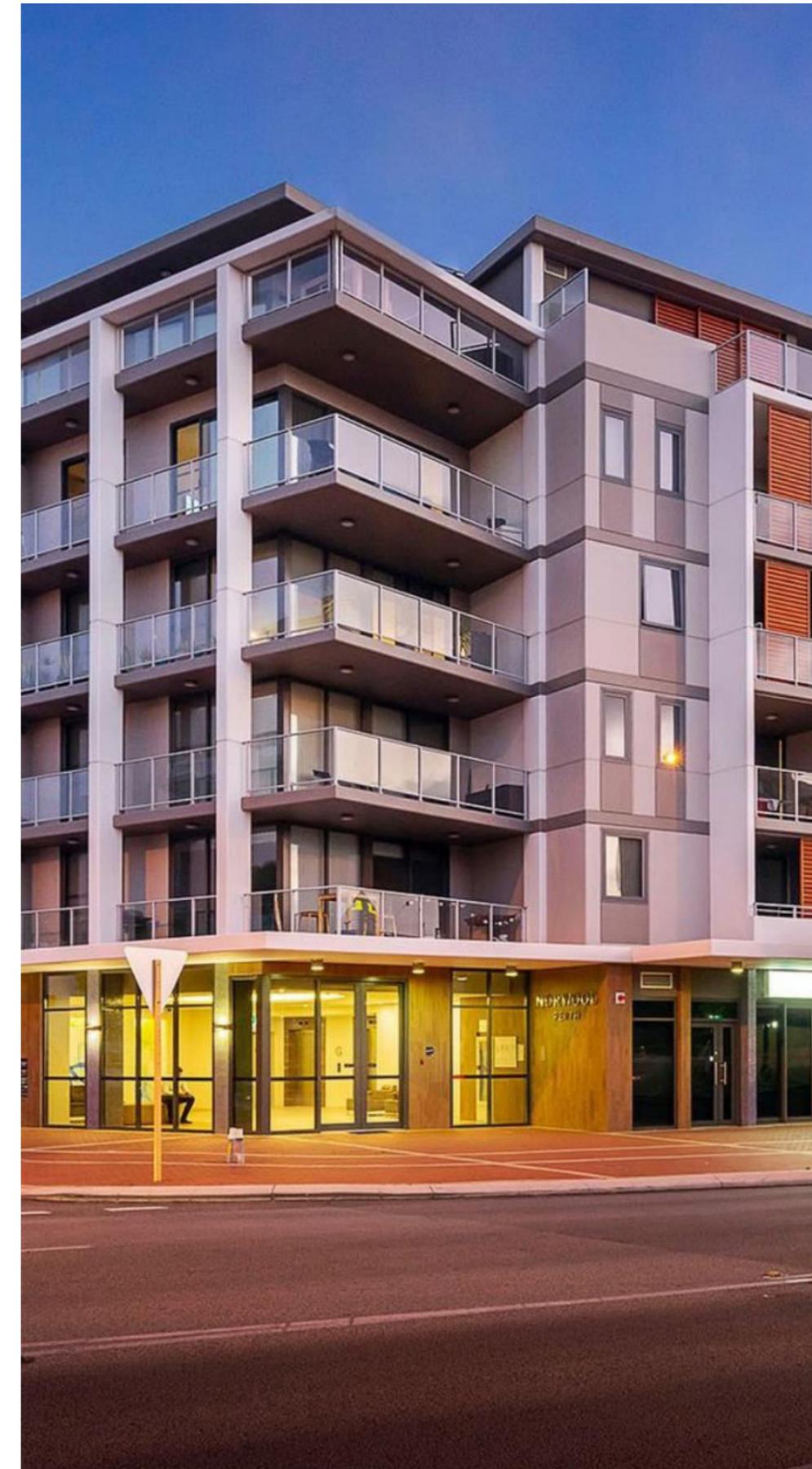
R-Codes	Replace	Remain
	Volume 2, Clause 1.1 replaces Acceptable Outcome A 2.1.1 of the R-Codes Volume 2.	-
<b>Acceptable Outcomes</b>		
A4.1.1	Acceptable development height: 6 storeys (21m). This is subject to compliance with Clause 4.4.1 - Building Height	

### 4.2 STREET SETBACKS

R-Codes	Replace	Remain
	Volume 2, Clause 1.2 replaces Acceptable Outcome A 2.3.1 of the R-Codes Volume 2.	-
<b>Acceptable Outcomes</b>		
A4.2.1	Development complies with the street setback set out in Table 2.1 of the R-Codes Volume 2.	
A4.2.2	Primary and secondary street setback for the third storey and above must incorporate articulation and the use of varying colours and materials which minimise the bulk and scale of the building on the streetscape.	

### 4.3 SIDE AND REAR SETBACK

R-Codes	Replace	Remain
	Clause 4.3 replaces Acceptable Outcome A 2.4.1 of the R-Codes Volume 2.	Clause A 2.4.2 of the R-Codes Volume 2 remains and applies.
<b>Acceptable Outcomes</b>		
A4.3.1	Side and rear setbacks in accordance with Tables 4.3	
<b>Development Adjoining Rights of Way</b>		
A4.3.2	Where development adjoins a right of way the setback shall be measured from the midpoint of the right of way.	
A4.3.3	Development must address adjoining rights of way by providing passive surveillance and openings to the right of way.	
<b>Table 4.3.1 Side and Rear Setbacks</b>		
	<b>Subject Property</b>	
		<b>Transit Corridor</b>
<b>Neighbouring Property</b>	<b>Suburban Frame Type A</b>	Setback for the Ground Floor to the Third Storey: 4.5m Setback for the Fourth Storey: 6.5m
	<b>Suburban Frame Type B</b>	Setback for the Ground Floor to the Third Storey: 4.5m Setback for the Fourth Storey: 6.5m
	<b>Village</b>	R-Codes Volume 2 Table 2.1
	<b>Urban Frame Type B</b>	R-Codes Volume 2 Table 2.1
	<b>Urban Frame Type C</b>	R-Codes Volume 2 Table 2.1
	<b>Transit Corridor</b>	R-Codes Volume 2 Table 2.1





4.4 PUBLIC DOMAIN INTERFACE		
R-Codes	Replace	Remain
	Clause 4.4 apply in addition to Clauses A 3.6.1 – A 3.6.9 of R-Codes Volume 2.	Clauses A 3.6.1 – A 3.6.9 of R-Codes Volume 2 remain and apply.
Acceptable Outcomes		
A4.4.1	Street walls, fences and gates are to be of a style and materials compatible with those of the development on site and/or walls, fences and gates of the immediate surrounding area excluding fibre cement.	
A4.4.2	Street walls, fences and gates within the primary street setback area, including along the side boundaries, and front walls and fences to new dwellings fronting a right of way or dedicated road to be as follows: <ul style="list-style-type: none"> <li>• Maximum height of 1.8m above the natural ground level;</li> <li>• Maximum height of piers with decorative capping to be 2m above the natural ground level;</li> <li>• Maximum height of solid portion of wall to be 1.2m above adjacent footpath level and are to be visually permeable above 1.2m;</li> <li>• Posts and piers are to have a maximum width 400 millimetres and a maximum diameter of 500 millimetres; and</li> <li>• The distance between piers should not be less than the height of the piers except where pedestrian gates are proposed</li> </ul>	
A4.4.3	Street walls, fences and gates to secondary streets, behind the primary street setback line, or walls, fences and gates to the primary streets where those streets are district distributor roads to be as follows: <ul style="list-style-type: none"> <li>• Solid portion of wall may increase to a maximum height of 1.8m above adjacent footpath level provided that the wall or fence has at least two significant appropriate design features (to the satisfaction of the City of Vincent) to reduce the visual impact – for example, significant open structures, recesses and/or planters facing the road at regular intervals and varying materials, finishes and/or colours; and</li> <li>• Maximum height of piers with decorative capping to be 2m above adjacent footpath level.</li> </ul>	
A4.4.4	Exposed boundary walls visible to the street are to incorporate the following design features: <ul style="list-style-type: none"> <li>• Indentations;</li> <li>• Varying heights;</li> <li>• Varying materials, colours and textures; or</li> <li>• Public artwork.</li> </ul>	
A4.4.5	Any proposed vehicular or pedestrian entry gates shall be visually permeable.	
A4.4.6	Walls and fences on the side boundaries, only within the primary street setback area, constructed from metal sheeting are permitted provided they meet all other requirements relating to height, provide adequate sight lines and are not a side boundary fence facing a secondary street.	

4.5 VEHICLE ACCESS		
R-Codes	Replace	Remain
	Clause 4.5 applies in addition to Clause A 3.8.1 – A 3.8.7 of R-Codes Volume 2.	Clauses A 3.7.1 to A 3.7.6 of R-Codes Volume 2 remain and apply.
Acceptable Outcomes		
A4.5.1	Garages which are 50% or less than the width of the lot.	
A4.5.2	For lots less than 10m wide, garages which are a maximum of 4m wide.	
A4.5.3	Access to a right of way is required to be trafficable to the nearest dedicated road. The cost to upgrade a right of way to make it trafficable is to be borne by the applicant.	



## 5.0 SUBURBAN FRAME TYPE A

5.1 HEIGHTS		
R-Codes	Replace	Remain
	<i>Volume 2, Clause 5.1 replaces Acceptable Outcome A 2.2.1 of the R-Codes Volume 2.</i>	-
Acceptable Outcomes		
A5.1.1	Acceptable development height: 4 storeys (15m)	
A5.1.2	External fixtures may extend beyond the maximum height in Table 5.1.1 where they are not visible from the street or neighbouring properties.	

5.2 STREET SETBACKS		
R-Codes	Replace	Remain
	<i>Volume 2, Clause 1.2 replaces Acceptable Outcome A 2.3.1 of the R-Codes Volume 2.</i>	-
Acceptable Outcomes		
A5.2.1	The primary street setback is to be calculated by averaging the setback of the five dwellings adjoining properties, either side of the proposed development.	
A5.2.2	For the purpose of averaging, the primary street setback is to be measured from the street alignment to the nearest wall of the dwelling excluding porches, verandahs, carports and balconies.	
A5.2.3	Walls on upper floors setback a minimum of 2m behind the ground floor predominant building line (excluding any porch or verandah), as determined by the City.	
A5.2.4	Balconies on upper floors setback a minimum of 1m behind the ground floor predominant building line (excluding any porch or verandah), as determined by the City.	
A5.2.5	The ground floor secondary street setback is to be as per the R-Codes.	
A5.2.6	Secondary street setbacks for upper floors is to be 1.5m behind each portion of the ground floor setback.	

5.3 SIDE AND REAR SETBACK		
R-Codes	Replace	Remain
	Clause 5.3 replaces Acceptable Outcome A 2.4.1 of the R-Codes Volume 2.	Clause A 2.4.2 of the R-Codes Volume 2 remains and applies.
Acceptable Outcomes		
A5.3.1	Side and rear setbacks in accordance with Tables 5.3.	
	Development Adjoining Rights of Way	
A5.3.2	Where development adjoins a right of way the setback shall be measured from the midpoint of the right of way.	
A5.3.3	Development must address adjoining rights of way by providing passive surveillance and openings to the right of way.	
Table 5.3.1 Side and Rear Setbacks		
	Subject Property	
		Suburban Frame Type A
Neighbouring Property	Suburban Frame Type A	R-Codes Volume 2 Table 2.1
	Suburban Frame Type B	Setback for the Ground Floor to the Third Storey: 4.5m Setback for the Fourth Storey: 6.5m
	Urban Frame Type C	R-Codes Volume 2 Table 2.1
	Transit Corridor	R-Codes Volume 2 Table 2.1



5.4 PUBLIC DOMAIN INTERFACE		
R-Codes	Replace	Remain
	Clause 5.4 applies in addition to Clauses A 3.6.1 – A 3.6.9 of R-Codes Volume 2.	Clauses A 3.6.1 – A 3.6.9 of R-Codes Volume 2 remain and apply.
Acceptable Outcomes		
A5.4.1	Street walls, fences and gates are to be of a style and materials compatible with those of the development on site and/or walls, fences and gates of the immediate surrounding area excluding fibre cement.	
A5.4.2	<ul style="list-style-type: none"> <li>Street walls, fences and gates within the primary street setback area, including along the side boundaries, and front walls and fences to new dwellings fronting a right of way or dedicated road to be as follows:</li> <li>Maximum height of 1.8m above the natural ground level;</li> <li>Maximum height of piers with decorative capping to be 2m above the natural ground level;</li> <li>Maximum height of solid portion of wall to be 1.2m above adjacent footpath level and are to be visually permeable above 1.2m;</li> <li>Posts and piers are to have a maximum width 400 millimetres and a maximum diameter of 500 millimetres; and</li> <li>The distance between piers should not be less than the height of the piers except where pedestrian gates are proposed</li> </ul>	
A5.4.3	<p>Street walls, fences and gates to secondary streets, behind the primary street setback line, or walls, fences and gates to the primary streets where those streets are district distributor roads to be as follows:</p> <ul style="list-style-type: none"> <li>Solid portion of wall may increase to a maximum height of 1.8m above adjacent footpath level provided that the wall or fence has at least two significant appropriate design features (to the satisfaction of the City of Vincent) to reduce the visual impact – for example, significant open structures, recesses and/or planters facing the road at regular intervals and varying materials, finishes and/or colours; and</li> <li>Maximum height of piers with decorative capping to be 2m above adjacent footpath level.</li> </ul> <p>Note: The measurement of street walls, fences and gates is to include any retaining walls and is to be measured from the natural ground level immediately below the base of the wall to the top of the wall above, within the development site. In the case of primary street frontage the measurement of street walls, fences and gates is to be measured from the natural ground level of the footpath immediately below the base of the wall to the top of the wall above.</p>	
A5.4.4	Walls, fences and gates on the side boundaries within the primary street setback area, constructed from metal sheeting are permitted provided they meet all other requirements relating to height, provide adequate sight lines and are not a side boundary fence facing a secondary street	
A5.4.5	<p>Walls, fences and other structures truncated or reduced to no higher than 0.75m within 1.5m where walls, fences, or other structures adjoin a driveway that intersects a street, right-of-way, communal street; and a right-of-way or communal street that intersects a public street; and two streets that intersect with the exception of:</p> <ul style="list-style-type: none"> <li>One pier/pillar with a maximum width and depth of 400 millimetres and 1.8m height above NGL, or 2.0m tall to the top of decorative capping above the NGL;</li> <li>Fence slats or infill higher than 0.75m above NGL that provides a Clear Sight Line;</li> <li>If a gate is proposed across a vehicle access point where a driveway meets a public street and where two streets intersect, the gate must provide: <ul style="list-style-type: none"> <li>When Closed: a minimum of 50 per cent unobstructed view;</li> <li>When Open: a Clear Sight Line from 0.75m above the NGL within 1.5m of where the vehicle access way joins the street.</li> </ul> </li> </ul>	
A5.4.6	Walls and fences on the side boundaries, only within the primary street setback area, constructed from metal sheeting are permitted provided they meet all other requirements relating to height, provide adequate sight lines and are not a side boundary fence facing a secondary street.	
<p>For the purposes of this clause a Clear Sight Line means:</p> <ul style="list-style-type: none"> <li>Continuous horizontal or vertical gaps that constitute a minimum of 50% of the total surface area;</li> <li>A minimum gap size of 40mm;</li> <li>If slats are orientated to be deeper than they are wide - the distance between the slats must be no less than two-times the depth of the slat;</li> <li>Clear non-reflective glass.</li> </ul>		



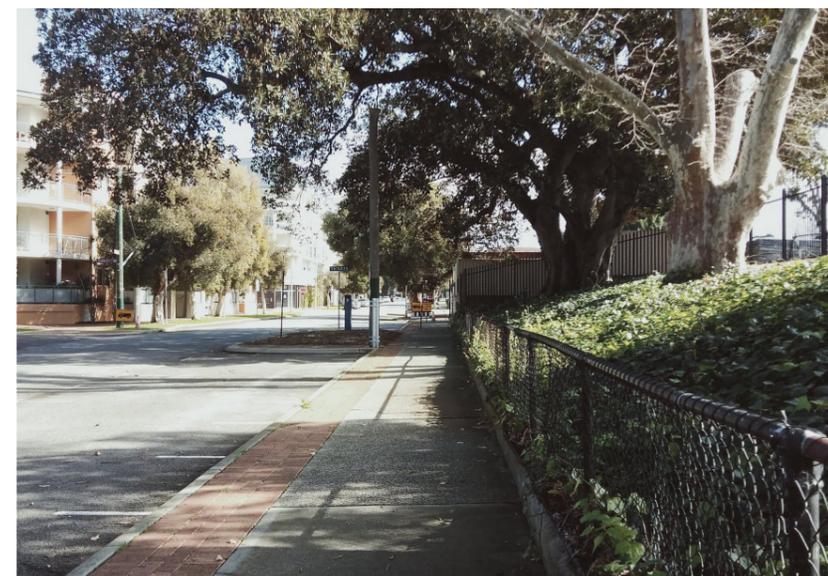


5.5 VEHICLE ACCESS		
R-Codes	Replace	Remain
	Clause 5.5 applies in addition to Clause A 3.8.1 – A 3.8.7 of R-Codes Volume 2.	Clauses A 3.7.1 to A 3.7.6 of R-Codes Volume 2 remain and apply.
Acceptable Outcomes		
A4.5.1	Garages which are 50% or less than the width of the lot.	
A4.5.2	For lots less than 10m wide, garages which are a maximum of 4m wide.	
A4.5.3	Access to a right of way is required to be trafficable to the nearest dedicated road. The cost to upgrade a right of way to make it trafficable is to be borne by the applicant.	

## 4.7 DEVELOPMENT INCENTIVES FOR COMMUNITY BENEFIT

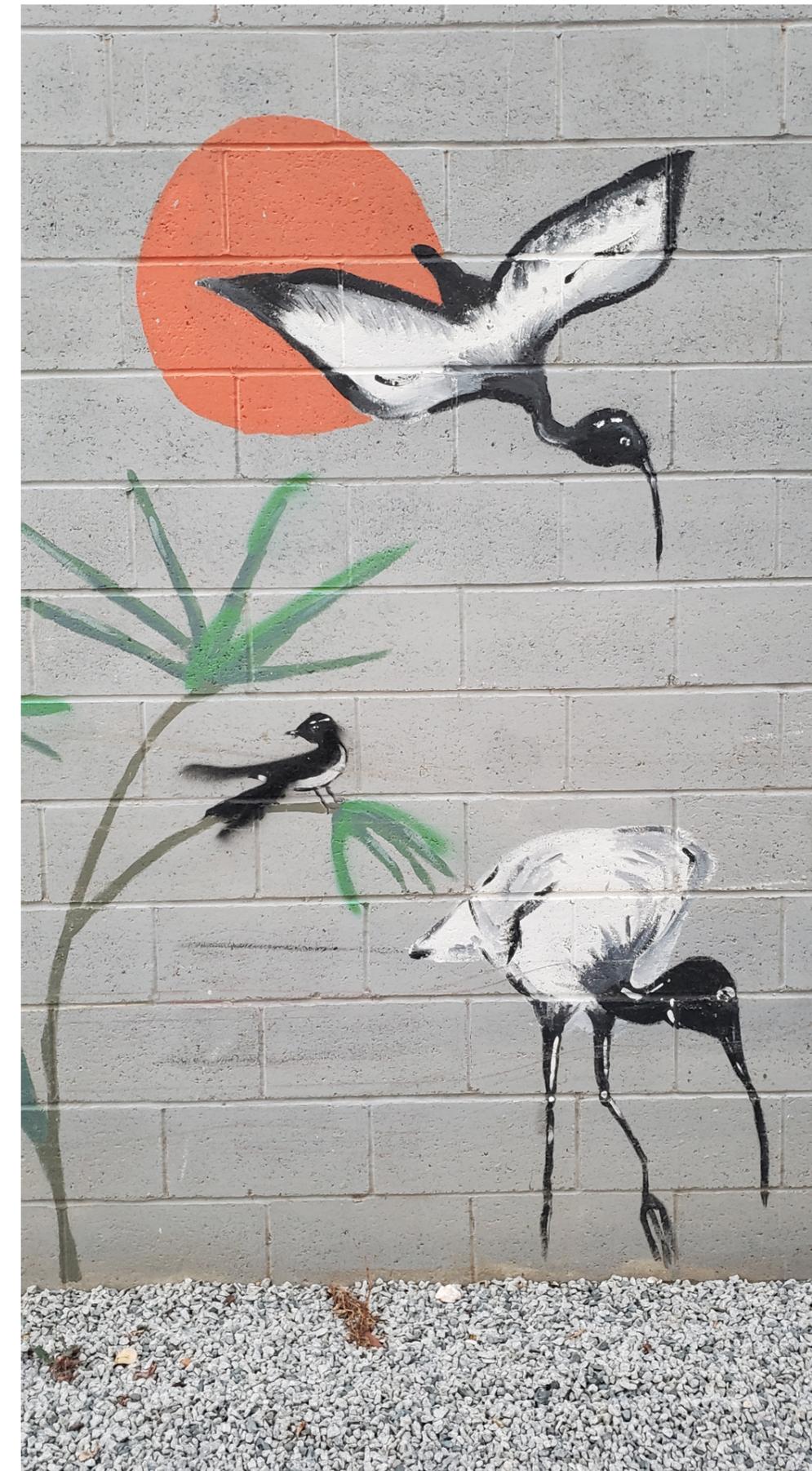
Additional height stated in Part 2 Clause 2.1 and 3.1 may be considered depending on the extent of community benefit provided by a proposed development. This is discretionary and would only apply when the development achieves the development requirements set out in Section 5 of this Plan. To calculate the additional discretionary height, the following is undertaken in order:

1. The proposal is assessed against, and must satisfy, all Mandatory Criteria.
2. The proposal is assessed against the Additional Criteria, listed below, and must achieve 50 points to be considered for 2 additional storeys above the acceptable height; or 100 points to be considered for the maximum height listed in Clause 2.1 and 3.1 of the Cityscape and Urban Frame precincts.
3. Where a proposal includes Priority One criteria, this must be satisfied or demonstrated that there is an alternative. Where Priority One criteria is not applicable to the site the proposal may propose a combination of Priority Two and Three criteria.
4. The proposal is assessed against the Policy Objectives and each Sub-Precinct's Statement of Intent to ensure that the additional height and community benefits do not contradict the intent of this Structure Plan.
5. The proposal is means-tested against the City's Long Term Financial Plan to ensure that the City is financially capable of supporting the whole-of-life costs of proposed new or upgraded community infrastructure item.
6. The decision-maker determines appropriate conditions to ensure the proposal delivers the requirements of the additional and mandatory criteria.



MANDATORY CRITERIA		
1.	A transport analysis supports the additional vehicular movements generated by the proposal. The analysis also includes enhancement of pedestrian and cycle movement within and to the development.	
2.	The development meets the energy efficiency requirements as set out in Clause 4.4.11 of this Policy.	
3.	The additional height mitigates adverse impacts to adjoining properties with regard to solar access of outdoor living areas, major openings, solar collectors or spaces such as alfresco areas, outdoor dining and pedestrian arcades.	
4.	A servicing analysis supports the additional demand on infrastructure.	
5.	Retention and enhancement of places of heritage significance (Aboriginal or European) that may be located on the development site or immediately adjacent.	
6.	Provision of landscaping beyond the requirements of this Policy. This includes providing 5% more deep soil area or 10% more on structure planting above what is required by Part 4, Clause 4.4.7 and providing double the amount of trees required by Clause A3.3.5 of the R-Codes Volume 2. The additional landscaping is to feature advanced planting on both the podium as well as the storeys above, with evidence of the ability for this to grow and be sustained.	
ADDITIONAL CRITERIA - PRIORITY ONE		POINTS
1	<p>Provide a pedestrian laneway at a minimum width of 4m. The provision of a pedestrian laneway is to provide links between the streets listed below and is to be supported by active ground floor uses. Additional Criteria 1 is only available to the lots:</p> <ul style="list-style-type: none"> <li>• Bounded by Caversham Street and Cheriton Street (north-south pedestrian connection). The connection must provide pedestrian access from Caversham and Cheriton Street in order to provide a pedestrian linkage to Norwood Park</li> </ul> <p>The location of the pedestrian laneways shall be creatively designed by the applicant, with the support of the Design Review Panel.</p> <p>Laneways shall:</p> <ul style="list-style-type: none"> <li>• Be designed with pedestrians in mind.</li> <li>• Provide comfortable seating to encourage people to stop and stay awhile.</li> <li>• Include landscaping to soften the urban environment and create a more pleasant atmosphere.</li> <li>• Provide lighting to enhance safety and create an inviting atmosphere.</li> <li>• Consider artwork and murals to make the laneway more interesting and engaging.</li> <li>• Include active land uses that address the laneway.</li> <li>• Support the ability to host events and activities.</li> </ul>	75
2.	<p>Character buildings, identified through the Urban Design Study, are retained integrated and celebrated within the development, with the support of the Design Review Panel.</p> <p>The applicant is to demonstrate why a particular building is significant and should be retained.</p>	50

ADDITIONAL CRITERIA - PRIORITY TWO		POINTS
3	Public or Community infrastructure improvements in the form of streetscape improvements, transport improvement, public open space enhancement, community space and contribution to individual infrastructure item with evidence that the infrastructure is needed and supported within proximity to the development, at the discretion of the City. Forms of evidence include a developer led Community Needs Assessment, Appendix X - Context Analysis Report, or similar.  The applicant is advised to refer to 05 The Public Realm - Place Plan to understand which actions are applicable.	10 points per action delivered
ADDITIONAL CRITERIA - PRIORITY THREE		POINTS
4	Applicant has entered into a contract to deliver a minimum 10% affordable dwellings in partnership with an approved housing provider or not-for-profit organisation recognised by the Housing Authority.	50
5	Providing universal access dwellings as follows: <ul style="list-style-type: none"> <li>• 15 per cent of all dwellings, across a range of dwelling sizes, meet Gold Level requirements as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia); or</li> <li>• 8 per cent of dwellings are designed to Platinum Level as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia).</li> </ul> Or  A dwelling type identified as a priority by the local government, such as aged and dependent dwellings, one-bedroom apartments, key-worker dwellings, student accomodation or other innovative housing models with evidence that the dwelling type is needed and supported.	30
6	Providing 5% of the site area as public open space, in addition to and pursuant to the requirements of Part 4, Clause 4.4.13.	50
7	Provision of energy efficiency infrastructure that goes beyond the requirements as set out under Clause 4.4.11 of this Policy. To be considered the development must meet a one star above the current Green Star rating or equivalent.	30



# 05 THE PUBLIC REALM - PLACE PLAN

The City of Vincent Town Centre Place Plans have been developed as a set of 'place-based' strategic action plans to guide the allocation of funding and resources in the City's town centres and districts. The Place Plans direct the City's service units to deliver a range of place-based initiatives and enable the City to effectively support and coordinate change.

The Place Plan will guide the implementation of all major initiatives in the NCPF area.

The Place Plan enables the range of initiatives identified in the City's suite of informing strategies and plans to be filtered, prioritised and resourced appropriately.

Some of the City's informing strategies and plans provide high level guidance for the direction and type of initiatives the City should be undertaking, while others provide specific actions.

In addition, all projects align with the outcomes of community engagement undertaken across all City projects.

All of the projects and initiatives being undertaken in the NCPF area are listed as 'actions'. Each action is explained using a three step process:

- Action
- Rationale
- Delivery

Also included is the timing, estimated required budget and lead:

- **Timeframe:** Represents when the action is likely to be commenced. This is subject to change and dependent on resourcing and funding opportunities as per the IPRF.  
**Lead:** Outlines who is responsible for the delivery and/or funding of the action. This can be the City, the Community and/or Private (developer through Development Incentives for Community Benefit).  
**Budget:** Estimates are included for the delivery of each action.  
**Source:** Outlines potential funding sources including FTE resourcing costs, internal funding through capital and/or operational expenditure, and/or external funding opportunities through private development, community benefit, cash in lieu payments and grant funding.

The Place Plan actions have been organised as per the six priorities of the City's Strategic Community Plan.

These include:

- ENHANCED ENVIRONMENT
- ACCESSIBLE CITY
- CONNECTED & HEALTHY COMMUNITY
- THRIVING PLACES
- SENSITIVE DESIGN
- INNOVATIVE & ACCOUNTABLE

The Place Plan highlights the broad range of projects and initiatives the City is undertaking to support and improve the NCPF area.

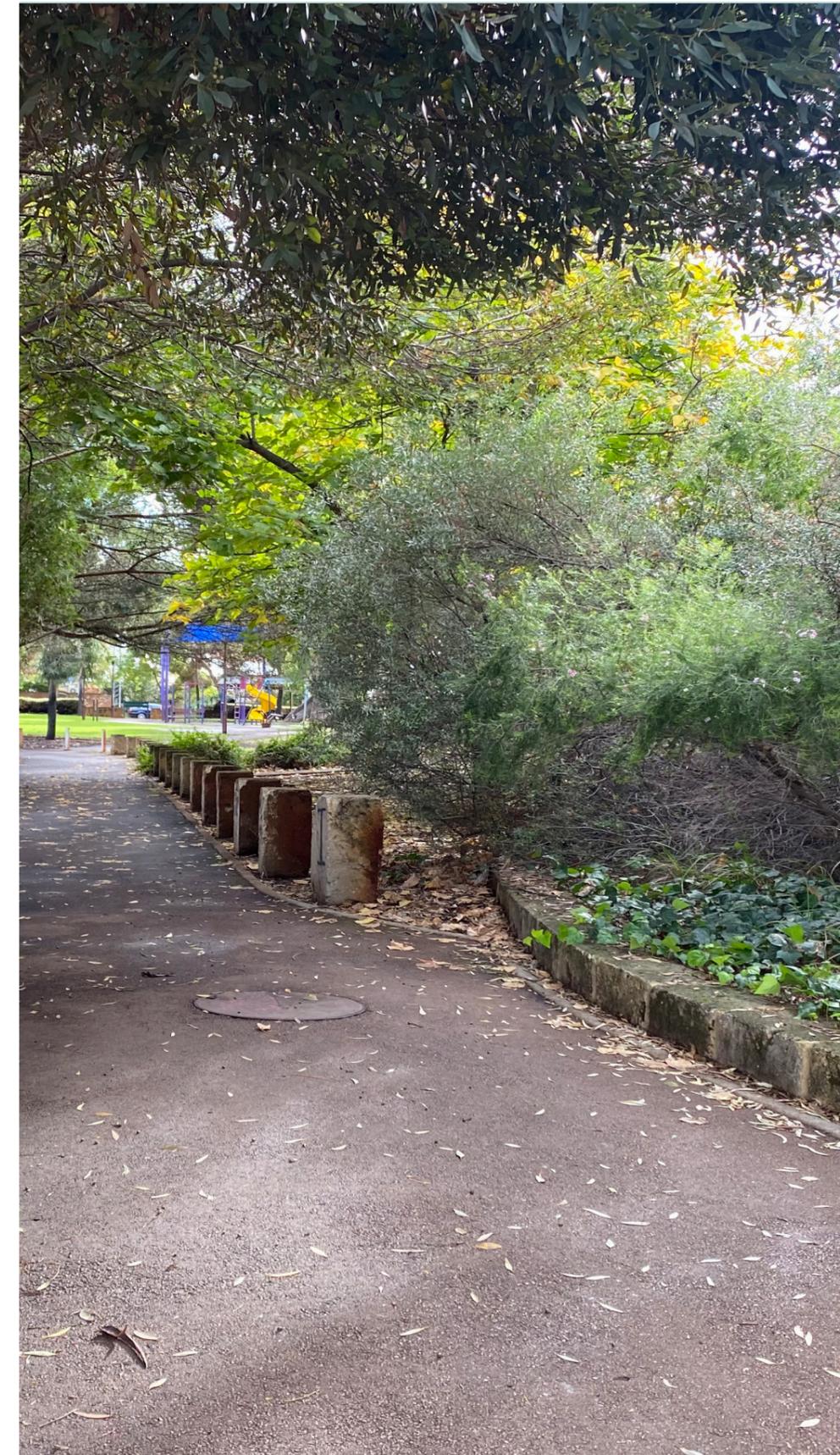
The Implementation Framework sets out the actions and the delivery of these.

The Place Plan considers the City's Community and Stakeholder Engagement Strategy guiding principles:

- Make well informed decisions that are supported by evidence, aligned with strategic direction, and based on the needs and interests of everyone involved.
- Hear and understand our community.
- Meaningfully include the community in the decision-making process.
- Engage in a way that facilitates the involvement of impacted communities.
- Communicate before, during and after a decision is made.

Town centres are complex. By engaging meaningfully, the City will maximise the opportunity to understand what is important to the community and stakeholders and make informed decisions that are aligned with the City's key strategies. In addition, all projects identified in the Place Plan align with outcomes from the extensive community engagement program undertaken during the drafting of the NCPF.

The City will undertake additional community engagement in line with the City's Community and Stakeholder Engagement Strategy on a number of projects in the Place Plan. These projects are indicated by the following icon:



## 5.1 ENHANCED ENVIRONMENT

Sets out the actions and projects which assist the City to make the best use of our natural resources for the benefit of current and future visitors, residents, and businesses of North Claisebrook.

### ACTION 5.1.1 ENCOURAGE UPTAKE IN BUSINESS COMMUNITY SOLAR

<b>Rationale</b>	Current uptake of solar in the business community is low compared to the residential sector. This is primarily due to owners of the properties not being the operator who receives the power bill. Options for tenants are currently limited and in all cases need the building owner's cooperation and permission to proceed.		
	There are a number of options available that can be communicated to business owners and building owners for them to mutually benefit through the installation of solar.		
<b>Delivery</b>	Develop a video communicating the options available to business owners and building owners to mutually benefit through the installation of solar.		
	Timeframe:	2023/24 onwards	Lead: City
	Budget:	\$500	Source: Internal

### ACTION 5.1.2 UNDERTAKE AN AUDIT OF GLADSTONE STREET RESERVE TO DETERMINE AND DELIVER FUTURE AMENITY UPGRADES

<b>Rationale</b>	Gladstone Street Reserve is the civic heart of North Claisebrook and is a well-used park for local residents, workers and visitors.		
	Playground upgrades were completed in 2022, but an informal accessibility audit of the remaining park facilities has found that fixtures such as the water fountain and internal footpaths require an upgrade.		
	In addition to programming repairs of existing park facilities, there is an opportunity to investigate the feasibility of improving the amenity of the park further through increased seating and inclusion of additional facilities or community infrastructure. This investigation will guide further actions and funding required to enhance Gladstone Street Reserve.		
<b>Delivery</b>	The City will undertake an audit of Gladstone Street Reserve to determine a program of amenity upgrades of existing facilities and the provision of additional facilities that could be added to the park in the future. It is anticipated that upgrades identified can be delivered by developers seeking development incentives for community benefit.		
	<b>Development Incentives for Community Benefit, Additional Criteria - Priority Two</b> Developers will have the opportunity to contribute towards upgrades to Gladstone Street Reserve in line with the program developed by the City.		
	Timeframe:	2023/24-2024/25	Lead: City
	Budget:	\$100,000	Source: External



**ACTION 5.1.3 IMPROVE AMENITY IN SURROUNDING PARKS AND RESERVES FOR DOG EXERCISE AREAS**

<p><b>Rationale</b></p>	<p>The community consultation survey undertaken in 2022-2023 indicated a strong demand for dog exercise facilities. This demand is likely to increase as further development in North Claisebrook occurs. Loton Park is currently the closest dog exercise area to the North Claisebrook precinct, followed by Jack Marks Reserve. Access to Loton Park is hindered due to limited pedestrian crossing opportunities across Lord Street. Furthermore, there are no areas within Loton Park that are fully fenced, making it a safety risk for some dog park users.</p> <p>In lieu of creating another dog exercise area within North Claisebrook, it is proposed that safety, access and other upgrades to Loton Park would address the demand for high amenity dog exercise areas in close proximity to North Claisebrook.</p>										
<p><b>Delivery</b></p>	<p>The City will identify opportunities for making safety and access upgrades to Loton Park and other nearby parks and reserves to support their use as dog exercise areas. It is anticipated that upgrades identified can be delivered by developers seeking development incentives for community benefit.</p> <p><b>Development Incentives for Community Benefit, Additional Criteria - Priority Two</b>                  Developers will have the opportunity to contribute towards the upgrade of dog exercise areas that service North Claisebrook, in line with the program developed by the City.</p> <table border="1" data-bbox="270 976 1448 1102"> <tr> <td data-bbox="270 976 430 1039">Timeframe:</td> <td data-bbox="430 976 786 1039">2024/25 - 2025/26</td> <td data-bbox="786 976 934 1039">Lead:</td> <td data-bbox="934 976 1448 1039">City / Private</td> </tr> <tr> <td data-bbox="270 1039 430 1102">Budget:</td> <td data-bbox="430 1039 786 1102">\$80,000</td> <td data-bbox="786 1039 934 1102">Source:</td> <td data-bbox="934 1039 1448 1102">External</td> </tr> </table>			Timeframe:	2024/25 - 2025/26	Lead:	City / Private	Budget:	\$80,000	Source:	External
Timeframe:	2024/25 - 2025/26	Lead:	City / Private								
Budget:	\$80,000	Source:	External								





**ACTION 5.1.4 INVESTIGATE AND PLAN A GREEN LINK BETWEEN CHERITON STREET AND CAVERSHAM STREET TO BE DELIVERED BY DEVELOPERS IN PARTNERSHIP WITH THE CITY AND/OR OTHER AGENCIES**

<p><b>Rationale</b></p>	<p>There is a strong north-south pedestrian link between Summers Street and Cheriton Street through Norwood Park, however this does not continue to Caversham Street, as Cheriton and Caversham Streets are cul-de-sacs. As a result, pedestrian connectivity between East Perth train station, the northern residential area and the Village sub-precinct is limited and does not follow desire lines.</p> <p>It is proposed that the north-south pedestrian connectivity could be significantly improved with a pedestrian accessway between Cheriton Street and Caversham Street. There is also an opportunity to use this access way to further reinforce Norwood Park as a green corridor or link by extending it to Caversham Street, and therefore increase the limited supply of green infrastructure in the precinct.</p> <p>The mechanisms to deliver this green link can include a partnership with the PTA to upgrade their land or the ceding of land from neighbouring private properties as per development incentives for community benefit additional criteria.</p>										
<p><b>Delivery</b></p>	<p>The City will investigate partnerships that can be entered into and the feasibility of various mechanisms to establish a pedestrian accessway in the form of a linear park or green link.</p> <p>The City will then develop a plan that provides increased pedestrian and cycle amenity and access between Cheriton Street and Caversham Street.</p> <p>This will then be delivered by developers in partnership with the City and/or other agencies.</p> <p><b>Development Incentives for Community Benefit, Additional Criteria - Priority One</b>          Developers of lots bounded by Caversham and Cheriton Street will be encouraged to cede land and contribute towards the establishment of the green link between the two streets, in line with the plan developed by the City.</p> <p><b>Development Incentives for Community Benefit, Additional Criteria - Priority Two</b>          Developers will have the opportunity to contribute towards the project costs of the green link in line with the plan developed by the City.</p> <table border="1" data-bbox="1662 1491 2875 1610"> <tr> <td data-bbox="1662 1491 1825 1543">Timeframe:</td> <td data-bbox="1825 1491 2181 1543">2025/26-2026/27</td> <td data-bbox="2181 1491 2329 1543">Lead:</td> <td data-bbox="2329 1491 2875 1543">City / Private</td> </tr> <tr> <td data-bbox="1662 1543 1825 1610">Budget:</td> <td data-bbox="1825 1543 2181 1610">\$600,000</td> <td data-bbox="2181 1543 2329 1610">Source:</td> <td data-bbox="2329 1543 2875 1610">External</td> </tr> </table>			Timeframe:	2025/26-2026/27	Lead:	City / Private	Budget:	\$600,000	Source:	External
Timeframe:	2025/26-2026/27	Lead:	City / Private								
Budget:	\$600,000	Source:	External								

## 5.2 ACCESSIBLE CITY

Sets out the actions and projects which enhance connectivity, improve the use of public transport, deliver parking efficiencies, and create a more pedestrian and cycle friendly North Claisebrook.

ACTION 5.2.1 PREPARE A PLAN TO IMPROVE THE PEDESTRIAN ENVIRONMENT CROSSING LORD STREET			
<b>Rationale</b>	As a four-lane main road and major vehicle thoroughfare, Lord Street presents a significant barrier to the pedestrian connectivity of North Claisebrook with the rest of Perth.		
	The distance between the formal, signalised crossings at Bulwer Street and Edward Street is approximately 400 meters, and has resulted in pedestrians frequently making informal crossings of Lord Street between these nodes, particularly on HBF Park event days. Furthermore, the crossing signal phasing at Bulwer Street is unfavourably short for pedestrians presenting a safety risk.		
	There is an opportunity to investigate design interventions to improve the experience for pedestrians crossing Lord Street. This can include the introduction of a pelican crossing between the existing signalised intersections and increasing the pedestrian crossing phasing at the Bulwer Street signalised intersection.		
<b>Delivery</b>	It is anticipated that any suitable interventions identified by this investigation would be delivered by the City in consultation and/or collaboration with Main Roads Western Australia (MRWA).		
	Undertake an investigation of potential design interventions to apply to Lord Street between Bulwer Street and Edward Street to improve the pedestrian connectivity. In consultation with MRWA, prepare a plan to deliver these interventions and seek external funding opportunities where possible.		
	Timeframe:	2024/25-2025/26	Lead: City / Private
	Budget:	\$50,000	Source: Internal / External

ACTION 5.2.2 PREPARE A PLAN TO IMPROVE THE PEDESTRIAN ENVIRONMENT SURROUNDING GLADSTONE STREET RESERVE TO BE DELIVERED BY DEVELOPERS IN PARTNERSHIP WITH THE CITY			
<b>Rationale</b>	The community's aspiration for the Claisebrook precinct includes the enhancement of Gladstone Street Reserve as the civic heart of the precinct. Additionally, the inHabit place audit of Gladstone Street undertaken in early 2023 showed that the park was frequently used by patrons of surrounding businesses as a breakout space, and it is anticipated that development provisions for the land around the park will encourage active uses at ground floor, such as alfresco dining.		
	The City can investigate further enhancements to the public realm that will improve pedestrian connectivity between businesses and the park, such as widening footpaths, reducing vehicle speeds and creating at-grade pedestrian crossings.		
<b>Delivery</b>	The City will undertake an investigation of potential design interventions to apply to the roads around Gladstone Street Reserve to improve and prioritise pedestrian connectivity. A plan will then be prepared outlining these design interventions. It is anticipated that upgrades identified can be delivered by developers seeking development incentives for community benefit.		
	<b>Development Incentives for Community Benefit, Additional Criteria - Priority Two</b> Developers will have the opportunity to contribute towards the project costs of the identified design interventions from the City's plan.		
	Timeframe:	2024/25 onwards	Lead: City / Private
	Budget:	\$600,000	Source: External

**ACTION 5.2.3 ADVOCATE FOR IMPROVED CONNECTIVITY BETWEEN NORTH CLAUSEBROOK AND EAST PERTH**

<b>Rationale</b>	North Claisebrook is separated from the rest of East Perth by the Graham Farmer Freeway (GFF) to the south and the railway line to the east. Whilst GFF and the railway are important movement corridors into the CBD, they present a significant barrier to pedestrian and cyclist connectivity between North Claisebrook and East Perth.			
	This land separating North Claisebrook from East Perth is owned and managed by various agencies including the Public Transport Authority (PTA), Main Roads Western Australia (MRWA) and the City of Perth. As part of the State Government’s Perth City Deal and its planned redevelopment of the East Perth Power Station site, a funding commitment has been announced for the construction of a footbridge across the railway to East Perth Station. The City can collaborate with the relevant external agencies to advocate for and support such initiatives that provide opportunities to increase pedestrian and cyclist connectivity between North Claisebrook and East Perth.			
<b>Delivery</b>	Leverage the City’s partnerships with external agencies such as the PTA, MRWA and the City of Perth to seek, advocate for and support opportunities to improve connectivity between North Claisebrook and East Perth.			
	Timeframe:	2024/25 onwards	Lead:	City
	Budget:	\$0	Source:	FTE

**ACTION 5.2.4 IMPROVE THE CYCLING ENVIRONMENT WITHIN THE NORTH CLAUSEBROOK PRECINCT**

<b>Rationale</b>	North Claisebrook borders the Principal Shared Path (PSP) and is an important thoroughfare for people who commute by cycling. The cycling infrastructure within the precinct is limited and presents safety and access challenges.			
	There is an opportunity to investigate the addition of cycling infrastructure, such as protected cycling lanes, along Claisebrook Road and Summers Street. These two streets have been identified in the Long Term Cycle Network (LTCN) as key cycling routes and as the most suitable for these upgrades due to their width as well as existing cycling behaviour through the precinct.			
	This would also align with the City’s Accessible City Strategy (ACS) Action 1.2.6: In collaboration with the DoT and PTA, develop a high quality and safe active transport environment between Claisebrook Station and Perth Oval.			
<b>Delivery</b>	The City will seek to improve the cycling environment within the North Claisebrook precinct through the addition of cycling infrastructure, in line with the LTCN and the ACS.			
	<b>Development Incentives for Community Benefit, Additional Criteria - Priority Two</b> Developers will have the opportunity to contribute towards the costs to deliver the cycling infrastructure.			
	Timeframe:	2023/24-2025/26	Lead:	City / Private
	Budget:	\$60,000	Source:	Internal / External



**ACTION 5.2.5 IMPLEMENT VINCENT WAYFINDING SIGNAGE PLAN**

<b>Rationale</b>	Wayfinding is a critical component to the legibility and walkability of a place. It helps people determine how to move through spaces, guided by architecture, urban design, landmarks and views.			
	The Vincent Wayfinding Signage Plan provides a coordinated signage palette that features distinct colours for each of the City’s town centres and precincts. The Plan aims to consolidate existing signage and prioritise pedestrian and cyclist accessibility.			
	It is recommended that the Plan is implemented in the North Claisebrook precinct and that additional ways to provide a unique branding of the precinct are investigated further.			
<b>Delivery</b>	Implement the Vincent Wayfinding Signage Plan and investigate additional branding opportunities			
	<b>Development Incentives for Community Benefit, Additional Criteria - Priority Two</b> Developers will have the opportunity to contribute towards the delivery of the Wayfinding Signage Plan			
	Timeframe:	2023/24-2025/26	Lead:	City
	Budget:	\$50,000	Source:	Internal / External

## 5.3 CONNECTED & HEALTHY COMMUNITY

Sets out the actions and projects which contribute to North Claisebrook’s unique sense of place, and encourage the community to connect with each other to enhance their quality of life.

ACTION 5.3.1 COLLABORATE WITH COMMUNITY GROUPS TO DELIVER COMMUNITY EVENTS			
<b>Rationale</b>	Gladstone Street Reserve and the surrounding streets in the Village sub-precinct of North Claisebrook make an ideal setting for small to medium scale community events.		
	<p>The City is well positioned to support Not For Profits (NFPs) and community groups to deliver these events via its Festival and Event Sponsorship grants, which take applications each year for grants of up to \$5,000 for small events. There are also additional grant streams provided by the City, such as Collaborative Grants, Town Team Grants and Major Event Grants which could be leveraged towards delivering this action.</p> <p>Additionally, the City can provide guidance through the establishment and event management process and can aide with marketing and promotion.</p>		
<b>Delivery</b>	Seek opportunities to collaborate with existing and emerging NFPs and community groups in North Claisebrook to deliver community events that activate the Village.		
	Timeframe:	2023/24 onwards	Lead: City / Community
	Budget:	\$0	Source: FTE

ACTION 5.3.2 COLLABORATE WITH CREATIVE ENTERPRISES TO FOSTER THE ARTS IDENTITY OF NORTH CLAISEBROOK			
<b>Rationale</b>	In recent years, the North Claisebrook Village sub-precinct has been transitioning from an industrial area to one that supports several creative and cottage industries – particularly in visual and performing arts. These arts-focused enterprises have in turn come to shape the unique character and identity of the Village sub-precinct.		
	<p>During consultation, the community has affirmed the aspiration to maintain this arts-focused identity of the area, even as North Claisebrook undergoes further development.</p> <p>The City can help to realise this aspiration by providing opportunities for these creative enterprises to participate in the branding of the precinct through public art programs, arts-focused events and other partnerships or initiatives that support the arts.</p>		
<b>Delivery</b>	Seek opportunities to collaborate with existing and emerging creative enterprises in North Claisebrook to foster the developing arts identity of the area.		
	Timeframe:	2023/24 onwards	Lead: City / Community
	Budget:	\$0	Source: FTE



## 5.4 THRIVING PLACES

Sets out the actions and projects which assist the City to create, enhance, and promote great places and spaces in North Claisebrook in order for it to reach its activation and economic potential.



### ACTION 5.4.1 UNDERTAKE A STREET AND LIGHTING AUDIT TO IDENTIFY UPGRADES AND DEVELOP AN IMPLEMENTATION PROGRAM TO BE DELIVERED BY DEVELOPERS IN PARTNERSHIP WITH THE CITY

<b>Rationale</b>	The North Claisebrook precinct faces challenges with safety and accessibility, particularly at night. This was reaffirmed strongly during all rounds of community consultation undertaken by the City to date.		
	A street and lighting audit in collaboration with local residents and business owners will allow City officers to develop a program of streetscape upgrades that will better enhance the experience of pedestrians and cyclists in the North Claisebrook Precinct.		
<b>Delivery</b>	The City will undertake a street and lighting audit to identify and prioritise upgrades, repairs and modifications to the public realm to improve the safety, access and amenity of the precinct. The City will then develop an implementation program that can be delivered by developer contributions combined with the City's capital works budget.		
	<b>Development Incentives for Community Benefit, Additional Criteria - Priority Two</b> Developers will have the opportunity to contribute towards the costs of projects identified in the City's implementation program		
	Timeframe:	2023/24-2026/27	Lead: City / Private
	Budget:	\$100,000	Source: External

### ACTION 5.4.2 SUPPORT THE IMPLEMENTATION OF THE VIBRANT PUBLIC SPACES POLICY

<b>Rationale</b>	Vibrant public spaces are areas in the public realm that support social interaction and community engagement. They are spaces which provide pedestrian amenity and are for everyone to enjoy. Vibrant public spaces are dog friendly and smoke free at all times.		
	The Vibrant Public Spaces policy seeks to facilitate public and private investment in the public realm for the benefit of the community.  The City's Place team can take a stewardship role to guide the implementation of various actions under the policy, whether undertaken by the City or by private landowners or business owners.		
<b>Delivery</b>	Support the implementation of the Vibrant Public Spaces policy in the North Claisebrook precinct.		
	Timeframe:	2023/24 onwards	Lead: City
	Budget:	\$0	Source: FTE

## 5.5 SENSITIVE DESIGN

Sets out the actions and projects which assist the City encourage unique, high quality developments that respect and respond to the character and identity of North Claisebrook.



### ACTION 5.5.1 DEVELOP A STREETSCAPE PALETTE TO GUIDE FUTURE PUBLIC REALM UPGRADES DELIVERED BY THE CITY AND/OR DEVELOPERS

<b>Rationale</b>	Currently, North Claisebrook has an incongruent assortment of urban furniture and colours in place. There is strong community aspiration for North Claisebrook to enhance its unique identity through the branding and design of its public realm.		
	A coordinated approach to this outcome can be achieved through the creation of a streetscape palette. This can then be used for upgrades made to the public realm either by private developers or the City.		
<b>Delivery</b>	The City will develop a streetscape palette for the North Claisebrook precinct to guide the materials, finishes and street furniture design used in the public realm.		
	This palette will then be used to guide streetscape upgrades that form part of the City's program of works as well as future streetscape upgrades that arise as the result of new development.		
	<b>Development Incentives for Community Benefit, Additional Criteria - Priority Two</b> Developers will have the opportunity to provide urban furniture and other infrastructure in the public realm in line with the City's streetscape palette. This will be based on a needs analysis done for the public realm adjacent to or most closely servicing each development.		
	Timeframe:	2023/24-2025/26	Lead: City / Private
	Budget:	\$100,000	Source: Internal / External

### ACTION 5.5.2 CELEBRATE THE UNIQUE CHARACTER OF NORTH CLAISEBROOK

<b>Rationale</b>	Claisebrook's transition from an industrial to a mixed use area has created a distinct character that the local community has come to value. There are also a number of properties throughout the Claisebrook precinct which are in consideration for inclusion in the City's next Local Heritage Survey.		
	Whilst redevelopment is both expected and encouraged, the City's intention is that the character statements formed as part of the NCPF will be given due regard. It is preferred for heritage buildings to be adaptively reused or incorporated into new designs where possible, or for character features to be reinterpreted in new development.		
<b>Delivery</b>	Promote the use of the character intent statements in any upgrades made to the public realm		
	Timeframe:	2023/24 onwards	Lead: City / Private
	Budget:	\$0	Source: FTE



## 5.6 INNOVATIVE AND ACCOUNTABLE

Sets out the actions and projects which assist the City support the community to realise its vision. To achieve this, we will be an organisation that manages resources well, communicates effectively, and takes our stewardship role seriously.

### ACTION 5.6.1 INVESTIGATE PLACE IMPROVEMENT FUNDING

<b>Rationale</b>	Vincent’s vibrant places and spaces are integral to our identity, economy and appeal. We want to create, enhance and promote great places and spaces for everyone to enjoy.		
	Funding place-based projects is challenging in local governments with limited budgets and high asset renewal costs.		
	The City’s seeks various funding partnerships and grants to support the delivery of place-based projects and trialling new initiatives aligned with town centre place plans.		
<b>Delivery</b>	The opportunity exists to investigate the feasibility of implementing different funding approaches to support ongoing delivery of place-based programs and projects.		
	Investigate different funding approaches to support ongoing delivery of place-based programs and projects		
	Timeframe:	2023/24 onwards	Lead: City
Budget:	\$0	Source: FTE	



**ACTION 5.6.2 INVESTIGATE OPPORTUNITIES FOR BUSINESS ENHANCEMENT GRANTS**

<b>Rationale</b>	The public realm and visitor experience of the City's places are informed by both public and the privately owned land, buildings and the businesses that inhabit them.			
	Enhancements to public land, including planter boxes, parklets, wayfinding signage, bike racks and other street furniture is facilitated through Place Plans and the Vibrant Public Spaces Policy.			
	To date, there has been no direct avenue to provide financial support to business owners and landlords to make incremental improvements of this nature to privately owned land and buildings.			
<b>Delivery</b>	Business enhancement grants are a cost-effective way to partner with small businesses and spark small-scale incremental improvements that enhance the street appeal, presentation and attractiveness of our town centres and places. Business enhancement grants are proposed to be a matched grant - meaning that for every dollar request, the applicant must put an equal amount (or more) toward the project.			
	Implement a Business Enhancement Grant in the City of Vincent			
	Timeframe:	2024/25 onwards	Lead:	City
	Budget:	\$10,000	Source:	Internal

**ACTION 5.6.3 SEEK FUNDING OPPORTUNITIES FROM THE PERTH PARKING LEVY**

<b>Rationale</b>	A portion of the North Claisebrook precinct lies within the PPMA resulting in the City and some private land holders making annual contributions to the Perth Parking Levy (PPL). This Levy is used to fund balanced transport initiatives within the PPMA that support reduced private vehicle use and promote vibrant, active places.			
	The PPL and distribution of levy funds is administered by the DOT. There is an opportunity for the City to advocate for transport and public realm improvement projects to the DOT for funding consideration.			
<b>Delivery</b>	Advocate for funding from the PPL and other funding opportunities to deliver transport and public realm improvements in the North Claisebrook precinct.			
	Timeframe:	2023/24 onwards	Lead:	City
	Budget:	\$0	Source:	FTE



## 5.7 IMPLEMENTATION FRAMEWORK

KEY ACTION / PROJECT	BUDGET	LEAD	RESPONSIBLE TEAM	SUPPORT TEAM	TIMING					
					23/24	24/25	25/26	26/27	27/28	
<b>ENHANCED ENVIRONMENT</b>										
5.1.1	Encourage uptake in business community solar	\$500	City	C&B	S&D	✓				
5.1.2	Undertake an audit of gladstone street reserve to determine and deliver future amenity upgrades	\$100,000	City	I&E	S&D	✓	✓	✓		
5.1.3	Improve amenity in surrounding parks and reserves for dog exercise areas	\$80,000	City / Private	I&E	S&D		✓	✓		
5.1.4	Investigate and plan a green link between Cheriton Street and Caversham Street to be delivered by developers in partnership with the City and/or other agencies	\$600,000	City / Private	S&D	I&E			✓	✓	
<b>ACCESSIBLE CITY</b>										
5.2.1	Prepare a plan to improve the pedestrian environment crossing Lord Street	\$50,000	City / Private	S&D			✓	✓		
5.2.2	Prepare a plan to improve the pedestrian environment surrounding Gladstone Street Reserve to be delivered by developers in partnership with the City	\$600,000	City / Private	S&D	I&E		✓	✓	✓	✓
5.2.3	Advocate for improved connectivity between North Claisebrook and East Perth	FTE	City	S&D			✓	✓	✓	✓
5.2.4	Improve the cycling environment within the North Claisebrook precinct	\$60,000	City / Private	S&D	I&E	✓	✓	✓		
5.2.5	Implement Vincent Wayfinding Signage Plan and investigate other branding opportunities	\$50,000	City	S&D	I&E	✓	✓	✓		
<b>CONNECTED &amp; HEALTHY COMMUNITY</b>										
5.3.1	Seek opportunities to collaborate with existing and emerging Not for Profits (NFPs) and community groups in North Claisebrook to deliver community events that activate the Village	FTE	City / Community	C&B	S&D	✓	✓	✓	✓	✓
5.3.2	Seek opportunities to collaborate with existing and emerging creative enterprises in North Claisebrook to foster the developing arts identity of the area	FTE	City / Community	C&B	S&D	✓	✓	✓	✓	✓
<b>THRIVING PLACES</b>										
5.4.1	Undertake a street and lighting audit to identify upgrades and develop an implementation program to be delivered by developers in partnership with the City	\$100,000	City / Private	S&D	I&E	✓	✓	✓	✓	
5.4.2	Support the implementation of the Vibrant Public Spaces policy	FTE	City	S&D	I&E	✓	✓	✓	✓	✓
<b>SENSITIVE DESIGN</b>										
5.5.1	Develop a streetscape palette to guide future public realm upgrades delivered by the City and/or developers	\$20,000	City	S&D	I&E	✓	✓			
5.5.2	Celebrate the unique character of North Claisebrook	FTE	City	S&D		✓	✓	✓	✓	✓
<b>INNOVATIVE &amp; ACCOUNTABLE</b>										
5.6.1	Investigate place improvement funding	FTE	City	S&D	C&B	✓	✓	✓	✓	✓
5.6.2	Implement a Business Enhancement Grant in the City of Vincent	\$10,000	City	S&D			✓	✓	✓	✓
5.6.3	Seek funding opportunities from the Perth Parking Levy	FTE	City	S&D		✓	✓	✓	✓	✓



CITY OF VINCENT

**Administration and Civic Centre**

**A:** 244 Vincent St, Leederville WA 6007

**T:** 08 9273 6000

**E:** [mail@vincent.wa.gov.au](mailto:mail@vincent.wa.gov.au)

**W:** [vincent.wa.gov.au](http://vincent.wa.gov.au)



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PARAMOUNT  
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53 GLADSTONE STREET  
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# Schedule of Submissions

Submitter	What is your interest in Claisebrook?	Age	What do you love	What could be improved	What will it look like in the future (and how can more enjoy it)	What should we do to meet the Council priority of an Enhanced Environment in Claisebrook?	What should we do to meet the Council priority of an Accessible City in Claisebrook?	What should we do to meet the Council priority of a Connected Community in Claisebrook?	What should we do to meet the Council priority of Thriving Places in Claisebrook?	What should we do to meet the Council priority of Sensitive Design in Claisebrook?	What should we do to meet the Council priority of Innovative & Accountable in Claisebrook?
1	I visit the area	66-75	It's emerging diversity for small business, cafes, combined with residential character and unique homes. Close to the river and CBD, close to Optus stadium, HBF arena, train. I visit the cafes, the walking paths along the river.	Get rid of the batching plants and associated heavy trucks. More green, trees, pedestrian bridge over East Parade. Become a residential area	Trees, parks, community gardens, pedestrian friendly, cafes, galleries, book shop. Yes to a creative precinct.	No multi storey apartments. More of an East Perth Claisebrook Cove look rather than 12+ storey apartment buildings. Style and class is needed	East West bus route along Bulwer and Walcott is needed. To access any CoV facilities I have to drive or get a bus to the city and another bus out. I have recently approached Transperth about this.	An active team is needed for the area and definitely more community activities and facilities needed. I have recently moved from North Perth and lived before in Mt Haw and Leederville. Those areas have a community feel and connection to CofV and priority to spending. This area I am in now feels as if it has been long forgotten and discarded by CofV. Looking at the verges and streets they look overgrown and neglected.	Get rid of the batching plants as a priority. Green space needed for community events. Pedestrian friendly.	Allow for residential development within the warehouses. Unique designs to make it attractive to buyers. Retain character of the area. Look overseas to see how warehouses have been utilised to residential complexes. CofV be unique and lead Perth in design change	Get rid of the batching plants. I can't understand how they can be allowed to operate in inner city Perth. Plus the heavy trucks on our roads
2	I visit the area	46-55	The location is central and close to everything	With so many new apartments it does seem strange that there are so few cafes, restaurants and bars located within the area. Also, as it is in close vicinity to the HBF arena. The area looks sad with way too	Being located within close vicinity to everything the area needs more cafe, restaurant, bar options at the moment it's just a place to drive/walk	Preserve the canopy trees and public open spaces but make them safer to the general public to use	More awareness to the general public as to what's on offer in the Claisebrook area (although at the moment, I would have to say not much).	There seems to be a lot of a homeless presence which can deter people from visiting the area.	Claisebrook lacks what surrounding areas offer, think Highgate, Mount Lawley, North Perth etc	Make the area more welcoming	The industrial side is ugly, and the streets are barren on weekends. Needs an inclusive activation to encourage more visitors to the area.

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				many ugly industrial buildings. It does not feel safe to walk around whether that be during the day or at night.	through to get to somewhere better						
3	I visit the area	26-35	Cute small businesses and the fact that it has so much potential!	More green spaces and opportunities for hospitality venues, particularly late night venues	It would be a mixed use inner city affordable area. It's such a weird and wonderful pocket and I don't think it fits the typical mould of a precinct	Having dog friendly gated section in the main central park, consult on what youth infrastructure is needed, canopy cover is hard because you either need mature trees or built canopies - there is this vacant triangle right next to the free way which I think could be converted into a green space easily	Some of the roads could be shared by cyclists, like what they have in city of Bayswater near riverside gardens. Maybe having cat bus extended through the area would help. I believe one goes to Claisebrook but if the route could be extended one stop to go into the precinct	Have a community hall or space, encouraging community to be self directed to have a town team. Could also be a youth space too.	Commissioning a muralist for certain facades. I would suggest First Nations artist and first nation themed murals. Maybe start by allowing for a night market's thing similar to Inglewood on one of the quieter streets to activate the space	Reducing the crossovers may help, if possible. Or fencing in intersection corners for pedestrian paths, similar to what's on Beaufort street	Put Claisebrook on a pedestal, give it a unique identity
4	I own a business	26-35	I love the sense of community and the mix of urban and green spaces - and how the use of commercial spaces in the area interacts with residential. The likes of Mark and Steph Sayers running	Supporting the development of properties with significant architectural merit, supporting business owners with policy that keeps them from being marginalised in future depending on how the area evolves - Considering a small dog park at Gladstone Street	I'd love to see Claisebrook remain a healthy mix of residential and small businesses - Keeping the area vibrant and interesting... I hope the area continues to have a strong sense of community.	Consider adding a small dog park in the Gladstone Street reserve, continue to preserve the beautiful mature trees - The improvement to the kids playground looks like a really positive step in the right direction too.	Supporting cycle paths in the area would be great - Many of our clients arrive by bicycle and we have end of trip facilities for them as we see this becoming more important as time goes by.	I would happily see more "community facilities" in the area - And am keen to put my hand up to provide them in some capacity if it could prove mutually beneficial for all parties. If we could make it work, I'd really	It would be great to know what the long term outlook of the concrete batching plant areas looks like - Enhancing many of the areas noted above such as night time activities, public art and public community	I'd agree that it would be good to know what the vision for the area looks like but understand that vision will take time to evolve - I think the "mission statement" for the area is a really good one and I think	Honestly, I think keep doing what you're doing, these things take time and patience and the community should hopefully appreciate that. I feel more engaged with The City of Vincent through

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			their cafe on Gladstone Street, Dean and Kelly Fiore developing a beautiful architectural property on Somerville Street alongside our business; bringing people into the area and enhancing it, really makes the Claisebrook area my favourite place in Perth.	reserve could encourage people into the area and help create additional exposure for small businesses in the area.				like to be able to contribute to the work being done by the Noongar Outreach Group on Gladstone Street if I can be of help - I could provide guidance within my area of expertise for those they help with access to our facility for exercise / meeting physical activity guidelines	events could be achieved with a solid plan for the future of those lots on which the batching plants operate.	supporting small businesses into the area and supporting good architecture in new developments is the way to go.	the different means the council communicates with me than I ever have done living anywhere else in several different parts of London to different parts of Perth. I think CofV does a great job.
5	I own land in the area	26-35	Small living pocket like a Brooklyn type vibe close to city	There should be less of that Holcim concrete plant and more small business/living prospects - not high rise!	Claisebrook has a stadium and is so close to public transport it just needs some nice food and entertainment venues and no concrete industrial vibe						
6	I live in the area	46-55	It's quiet with little traffic	needs a small bar (at least one) street lighting safety in the light industrial area, especially but not only at night	More canopy cover in the light industrial area	East west bus routes - it shouldn't be necessary to go through the CBD to get to North Perth/Mount Hawthorn/western parts of Mt Lawley!	not sure what is meant by community facilities	more small bars and restaurants!	the precinct doesn't really have an identity. South and north of Summers Street are completely different.		

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7	I live in the area	36-45	Location, close to public transport - mix of places to work and residential	Transition from industrial to more office/bar/restaurant commerce - Ease of access under/over Lord St and East Parade which really disconnect area - Increase in community/family to compliment MT Lawley and Highgate. Farmers markets at East Perth station carpark area?	mixed use inner city would be my preference - Becomes a thoroughfare for bicycle lanes from city and beyond where they can stop and shop on way to/from work in CBD	Encourage verge side planting. Replace strategic derelict industrial building to park/greener hub	Industry/commerce revolves around roads. Transition this to the bike paths (and increase the amount of dedicated bike paths)	Farmers market or redevelopment of the huge East Perth train station carpark is a huge opportunity - under/over passes to the multi-lane bounding roads would help make area more accessible to Highgate, Mt Lawley and foreshore. Take a page out of Subiaco book that despite multiple traffic/railway keeps area connected	Concrete batching isn't necessarily a bad thing it is on the edge and needs to be somewhere. By having it close to city helps environment. Alternatively you'd just have to truck it from further afield - Need to somehow attract investors into replacing other, very old, warehouses into alternative uses - East Perth train station area has huge potential to be and event location (farmers market, pop up bar location, food truck nights...)	Reduce vehicle thoroughfares, replace with dedicated bicycle lanes - encourage replacement of large warehouses with one ownership to subdivision multi use?	Batch works is only a small portion. Could hide further with planting there is a wider issue with large warehouses not being used efficiently which is a bigger problem
8	I live in the area I own land in the area	46-55	Proximity to the city, East Perth, Northbridge, Beaufort Street, river, freeway and public transport. Tree cover and birdlife add so much to the	Eliminate heavy industry, encourage a balance of light industry and office space with sufficient parking. Short stay accommodation for interstate working visitors and tourists such as Airbnb.	The space should be a mix of office and residential due to the access to the city and freeways. There is place for light commercial services industries such as	Provide some barriers to reduce the amount of noise travelling from the freeway and rail traffic into the area. Improve lighting	A local bus service connecting to the main business districts in the city would be a great way to reduce the reliance on vehicles and reduce parking congestion in these areas	With more residents and consumer facing service businesses in the area the connected community will grow. Currently much of the	Remove the concrete plants as soon as possible to allow investment to start		Encourage development and ensure all decisions meet the future plan and not allow the area to be left in a holding pattern for two more decades

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			amenity of residents.	Maintain a good balance of tree cover and improve the public spaces with some parks and creative content. There is a big gap in the area for more residential living due to the advantages listed above	mechanics, gyms, cafes, restaurants and short stay accommodation. This should be a natural extension of the East Perth Redevelopment.	below the tree cover		area is devoid of day to day residents			
9	I own land in the area	36-45	Walkability, Access to efficient public transport	passive security designs along streetscapes and CCTV solutions, a lot of issues with transient persons utilising public transport especially the train station and commuting through Claisebrook/Highgate to other destinations. Has resulted in a lot of break and enter / opportunistic crime (personal experience over a couple years - car broken into 3 times, house broken into 4 times, garage broken into, etc	Urban infill and small scale retail areas would allow for an in place community to develop, at the moment residents commute out to other areas for coffee/food/drinks and socialising						
10	I own land in the area	46-55	Its small community feel, green space creating a focal point for the community. Close proximity	Safety, lighting, traffic, streetscape and integration of parking. Conversion of industrial and service industrial into land uses that integrate better with	Medium density enclave of residential and supporting uses located in a strong community village that is then surrounded by the	Ensure that there is a future plan for the concrete batching plant sites. If they are not decommissioned	Utilise and activate the rear laneways for access to properties wherever possible to limit the number of crossovers thus making the front	Unfortunately the area will become too expensive for some of the non-profits to remain. At the moment they	Ensure the Concrete batching plants move within the assigned timeframe. Absolutely critical to give	Utilise rear lanes for private property access or create common crossover points for adjoining redeveloped	The investment is there and ready to go. Landowners are waiting. Just need to get rid of the batching plants to make

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			to city and services.	a residential community. Opportunity to respect the heritage of the area through clever and sustainable redesign.	services and convenience of its inner city location.	they will remain as a blight in the locality and continue to restrict the ultimate redevelopment of this precinct.	street public and active. Provide consistent and well planned footpaths in the locality as part of the Council redevelopment works. Allow street verges, where available, to be planted with community food gardens	can get by due to reduced values as a result of the concrete plants. The increased redevelopment opportunities will result in these uses being pushed out to cheaper locations	other land owners certainty in the planning and redevelopment process. With their removal and the commencement of redevelopment the increase in residential quality will attract a safer night time activity to the precinct. Appropriate street lighting and key sites being selected for activation beyond just residential	buildings. Allow for the amalgamation of adjacent lots to provide for comprehensive redevelopment, possibly provide a density bonus for sites that are able to combine to create a larger base lot and thereby reduce crossovers. Development of design guidelines to assist in the retention of the existing streetscape feel allowing elements to be incorporated into the larger scale developments including street surveillance.	investment into the locality worthwhile. The impact on the day to day amenity of the locality with the truck volumes, dust and noise is preventing anyone from investing any money into this locality until such time as the batching plants have moved. If the approval for the use is extended yet again the opportunity for this locality to thrive as a residential and mixed use community may be lost.
11	I own a rental property in the area	56-65	It's near the stadium and has a lot of niche business around it. It also has lots of greenery around it.	Heavy industry like the cements works is a blight on the area. Some of the older workshops should also be renovated and brought in line with the vibe of the area. There should be more residential and nice business around.	It should be a mix of residential and niche business's around with will attract more people to the area.						

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12	I own land in the area	46-55	Proximity to CBD, Swan river, Northbridge and transport	Remove the batching plants	Diverse community with varied socio-economic community with usual inner city services such as restaurants and cafes etc	perhaps purchase some of the vacant land or use space that the batching plants currently occupy to add trees, dog park and youth infrastructure.	remove the trucks from the roads. then most of the traffic going in and out would only be local. Reduce the local speed to 30km/h and make the roads shared for walking/bike/car. Access to the train means access to many other town centres like Freo, Midland, Armidale, Bayswater, Maylands etc	Most owners in the area are putting off any development of property to improve residential numbers, and thus make community facilities more viable. Nothing much will happen until the batching plants are gone. This is when most owners I have spoken to have said they will either sell to developers or develop themselves. The onflow of development is an increase in community and thus an increase in community facilities and people to make an active town team	Remove the batching plants. This will increase the investment in the area. Increased population means things like cafes and restaurants become more viable. Public art funds are paid for by developers. More people means more art, more events and more night time activity.	Reduce the speed limit to 30 or lower. Make the roads in the whole area walking/car/bike roads. Make warehouse apartment conversion an easier thing to apply for	Lobby the minister to disallow any further extensions to the Additional Use Permits the batching plants have. People are waiting for this to occur before any further investment is put into the area.
13	I live in the area	36-45	1) the small businesses (Rig Pilates, cafés, beauticians, greengrocer) 2) access to public transport (free bus, but not	*Community safety and antisocial behaviour *Removal of batching plants * VERGES: unkept, mainly comprising of dried weeds and rubbish,	A revitalised precinct that continues to be a mix of industry and residential, but 'friendly' industry compatible with		to be more cycle and pedestrian friendly		removing the batching plants will create more activity	In time, there will be greater redevelopment of the older warehouses and single dwellings to create more opportunity	the removal of the batching plants for good - this time!

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			<p>from East Perth train station...) 3) the façade on the new development on Murchison Terrace</p>	<p>broken/uneven pavement. * Vitality - too many disused and dilapidated buildings. Encourage more everyday businesses (e.g., corner stores/deli/grocer, cafés, bars, shops). * Public parks need revitalising (lawns, garden beds) * Stricter parking enforcement</p>	<p>local residents. Examples of this could be light manufacturing (furniture, clothing, artists, artisanal crafts and foods). Quality food (fresh produce and restaurants / cafes) encourages visitation and stimulates local economy (people travel and spend money to eat good food). Likewise culture and art. Concrete batching plants (or heavy industry) have no place in inner city residential areas. Filling the precinct up with affordable housing will not revitalise the area as the demographic will not stimulate the precinct's economy and will lead to more incidents of antisocial behaviour. A considered and balanced approach should be taken, looking to other areas</p>						

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					which have been successful in post industrial revitalisation						
14	I own land in the area	46-55	The community feel, the collective feeling of wanting to keep improving the area and the close proximity to public transport, arterial roads and the city.	Firstly as mentioned. the removal of the batching plants that somehow keep having extensions to their operating lease. Claisebrook cannot move forward until these are gone.	with the removal of the batching plants, more high rise to be built giving more people the opportunity to move in and enjoy the area.						
15	I live in the area	36-45	close to the city, train station and cafe strips.	more community engagement, less cement trucks, great opportunity to increase residential numbers with the removal of cement plants	with less traffic and increased residential density it could be a great extension of the East Perth foreshore and Power Station sector	more community gardens and parks in the area instead of cement dust and diesel fumes	pedestrian safe area around the central park	assist in connecting the community through communication and community events like movie nights outdoors	remove the concrete batch works facilities. promote committee involvement through organizations like town teams	it sounds like a lot of land banking is going on. developers see the potential in the area, but it has not started most likely due to allowing commercial and warehouse buildings to linger.	open the area up to artists and young designers to share ideas in the area.
16	I own land in the area	36-45	Claisebrook is central to the Perth cbd it has great water views and picnic areas, it is close to the waca and the stadium.	safety and cleanliness of the area. The leaves are a huge problems where the sweeper just blows into people housing given the winds	I would like to see Claisebrook station having more security and the footbridge be well lit so that it feels safe for woman and young adults to walk						

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					from the station home. Currently it has undesirables hanging around at the bottom of the stairs. This is a concern that needs to be addresses homeless people and how we can better assist them						
17	I own land in the area	36-45	I have lived here for nearly 20 years and love the proximity to the city, the uplifting that is taking place and the improvements that have taken place	it would be great for the empty buildings to be occupied and have engagement to the precinct.	mixed use inner city affordable area please!						
18	I live in the area	36-45	I love the mixed use feel to the area with cafes, residential light commercial and educational.	Better street lighting, at night it is very dark.							
19	I live in the area	26-35	I love that Claisebrook is a small community, many of the tenants or business owners having been there a long time. It	I would love to see more nature, more beauty brought into the area. Potentially better rubbish pickup? At Gladstone and Murchison Tce., it can get quite messy and dirty.	I'd love for Claisebrook to be a more creative spot, with more art and nature being integrated. A place where businesses and residents can build						

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			feels like there is a sense of ownership for the area. I go to Leadman and Sayers regularly, and the parks in the area. It can feel unsafe at times, with people sleeping at Gladstone park.		and care for the community.						
20	I live in the area	36-45	Nearness to CBD and public transport, as well as proximity to the river and adjacent paths and parks	Gladstone Park could be developed into a well-lit, mixed-use community space, bordered by cafes and restaurants.	Would be great to have a mix of residential (not only high-end, but also affordable), creative industry and cafes/restaurants				Would be great to get more cafes and restaurants, particularly around Gladstone Park, but also along Claisebrook Rd and Lord St. Gladstone Park can be more utilised for public community events		
21	I work in the area	26-35	Good public transport connections to city and other places, coffeeshops and close to the swan river	Development of abandoned properties, community activities, take out/ places to eat food	I would like to continue seeing it as a mixed use area. Where anyone that lives can make there home and community. Being inclusive and a place with lots of green and spaces						

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					to hang out together r						
22	I live in the area	56-65	I love the inner city eclectic feel of the area - its not widely known as its a bit off the main areas of the other side of Lord Street but it has lots of potential for infill and building a community having said that already there are pockets of a community thriving here. The negative side is the batching plants they should not stay one day past there expiry date	It needs beautification once the concrete plants go - the dust and dirt created by these plants is horrendous - then at least we can get can those trucks off the roads and slow everything down for road safety purposes.	More greenery- cleaner streets - more small business - more residential						
23	I live in the area	46-55	It's an emerging, 'up and coming' area which is increasingly liveable and offers an increasingly habitable environment. I cycle through it to reach the PCP and also	Clearly it's dominated by the cement works. I have mixed feelings about seeing these go - pro's and con's to non-renewal of their permits.	I imagine it's an area which will see more people moving in. The cement works are prime land for apartments and I would like to see those being affordable living for young people and families. The mechanic I use						

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			make use of a specialist mechanic who supports my vintage cars.		won't be there for ever and I can imagine that the mix of small-medium industrial premises provide ideal basis for new, creative, industry activity. I'd like to see a mix of such use and residential, rather than a complete migration to housing, reflecting the heritage of the area.						
24		36-45	Friendly atmosphere and natural nature areas	Increased police presence at night. Would also love to see an enclosed dog park for large dogs (or sectioned appropriately) There is Jack marks park for small dogs but nothing for social large breeds. There is vacant corner block on Cheriton st/ Claisebrook rd. which could easily be utilised	Safer with patrols. Would love some more venues with alcohol licensing/ interaction for gigs and events for the community as they are limited in this areas.						
25	I live in the area	36-55	I love that cafes, restaurants and small businesses want to establish in the	Would love to see Gladstone St Reserve have pretty lighting to make it usable (and safe) at night - would love to see more cafes,	A believe with the right infrastructure and development this place could be a vibrant, inner city precinct with	Please don't make Gladstone St reserve a dog park, whatever you do! There's a piece of vacant land on Cheriton	Claisebrook Rd is wide enough to create a bike lane I think... always lots of bikes on this road.	I just think if the right businesses enter the area, and Gladstone St Reserve is developed to is fullest potential	Would love to have regular markets in the area (daytime or twilight - recently I organised one	"Once you've identified amazing developers who are willing to invest their ideas that line	You continue putting the pressure on and I'll continue to pray!

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			area - businesses that provide place of engagement and encourage a lively community	restaurants and shops. Would LOVE if this little nook around the park (Gladstone St, Murchison St, Somerville St) had really pretty cobble stone pavement and old school street lamps. Would love to see more seating in the park.	cafes, restaurants, weekend markets and shops. A see it more of a mixed use, inner city, creative, beautiful and purposeful precinct bringing life to those who live and work and pass through.	St, not sure who the owner is but there's nothing on it, could you try to contact the owner and see if that can be turned into a dog exercise park? Also, would be great if something was done with 150 Claisebrook Rd. It's the largest piece of property in the precinct and looks so run down, but there's so much potential for accommodation development, a park area, grocery shop etc. Also the curbs in the precinct have been overgrown for a while. I get out there sometimes with a few workmates and weed and garden, but wondering who takes care of that? Thanks guys, you're doing a great job		(beauty and functionality - street/park lamps, more seating etc.) then the cafes, restaurants and shops will be what attracts people to the area and be the "community facilities" that we can all use. Also the bushes still present in the Reserve invite anti social behaviour so the removal of those and the revamping of that area with attractive trees, seats and even a small basketball court would invite the right study of activity into the area. My workmates and I have found in the bushes countless syringes, mattresses, clothes, rubbish etc.	and it went pretty well), more murals, neater curbs - my whole idea for the precinct is that there would be purpose and beauty. Purposeful business and initiatives that encourage community engagement and beautiful infrastructure and lots of beautiful nature (trees and flowers everywhere!)	up with the vision and values of the area, you should make it easy for them to get approvals on their developments so they can get started. I know Ischia on the corner of Claisebrook and Murchison waited nearly 3 years to get approval for their new development.	

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26	I visit the area	46-55									
27	I live in the area	56-65	To be more than the "dumping ground" that it used to be.	for the Concrete Batching plants to cease the activity that they have bludgeoned the area with for all these years	Claisebrook was once a thriving community that had a balanced mixture of residential , commerce and LIGHT industrial. It can more than what it is now BUT this needs for the HEAVY industrial activities to cease.						
28	I visit the area	26-35	The mixed zoning means there's activity throughout the day. The play areas are particularly good for my small children.	Accessibility. It's so challenging crossing roads in Claisebrook. There are no pedestrian crossings across long stretches of major roads.	More community spaces I.e. a library would be nice.	Community Spaces, huts etc	More consideration of pedestrians and cyclists.	We need a hub that provides community facilities	Community hub		Invest in the area, support the community to engage.
29	I live in the area	46-55	The mix of buildings. The cafes.	More food and beverage outlets. More open space.	More residential. More cafes, galleries, bars and restaurants. More and improved open space.						