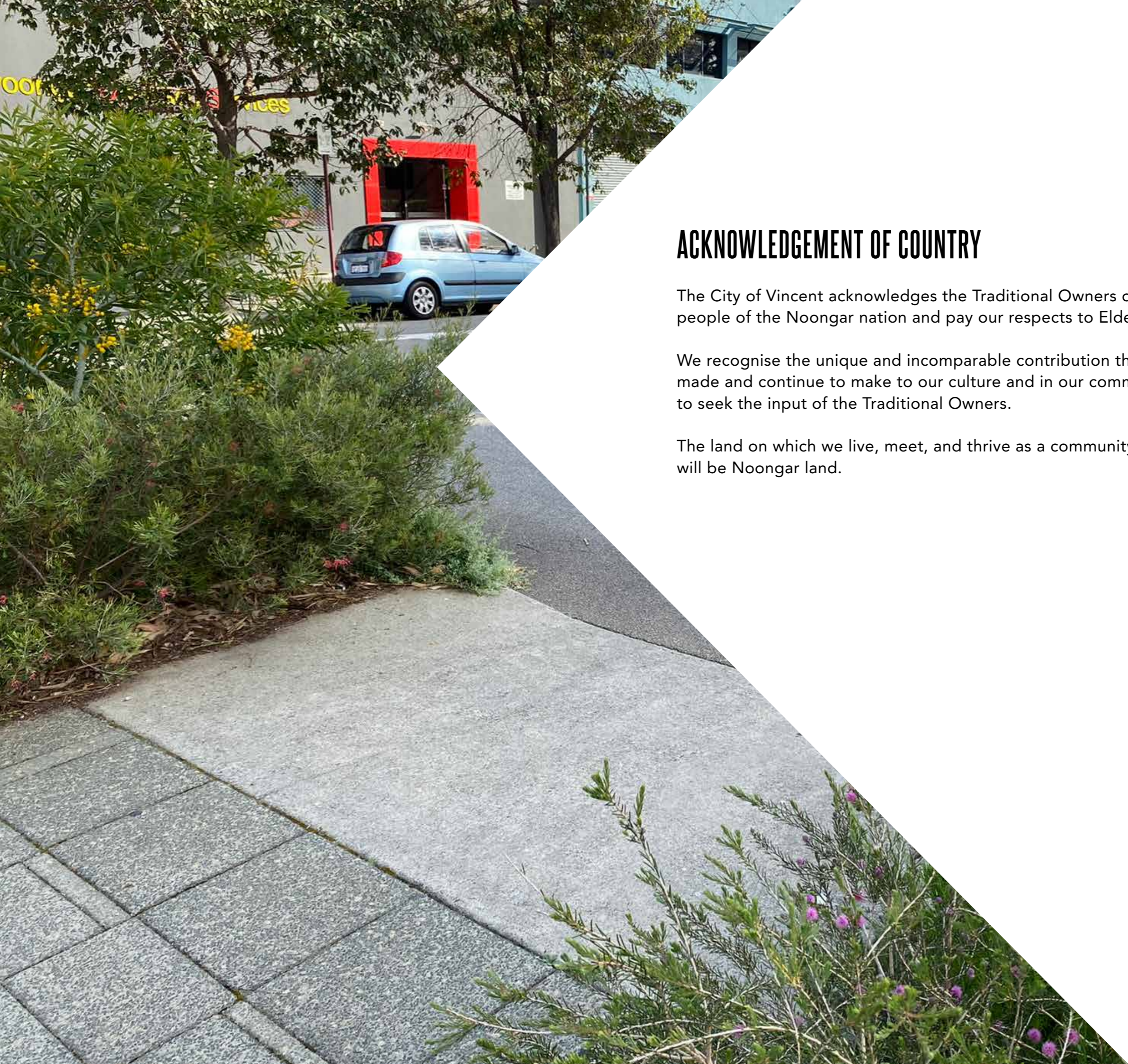




# CLAISEBROOK CONTEXT ANALYSIS

OCTOBER 2022



## **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.

# CONTENTS

01	INTRODUCTION	5
02	STRATEGIC ANALYSIS	6
03	SITE ANALYSIS	12
04	STRENGTHS, WEAKNESSES, OPPORTUNITIES & THREATS	54
	APPENDIX	60

# ICON EXPLANATION

PUBLIC AMENITY	 Train station	 Bus interchange	 PSP	 Pedestrian crossing	 Pedestrian overpass	 Pedestrian underpass	 Shared environment	 Parking	 Bike store	 Bike rack	 Seating	 Wifi	 Drink fountain		
OPEN SPACE	 Walking	 Dog walking	 Kick about area	 Active recreation	 Ball sport	 Playground	 Fitness class	 Jetty	 Nature play	 Wildlife area	 Water sports	 Wetland	 BBQ area	 Youth area	 Lookout area
SPORTS FACILITIES	 Bowling and pool	 Sports club	 Outdoor amphitheater	 Hardcourt	 Public pool	 Stadium									
COMMUNITY SERVICES	 Medical centre	 Government and community building	 Police station	 Information	 Community garden	 Art	 Vet	 Bike repair	 Community group	 Community service and/or charity	 Place of worship	 Post Office	 Library	 Street art	 Hostel
EDUCATION	 Childcare	 Kindergarden	 Primary school	 Secondary school	 Tertiary education										
ACTIVITIES (ARTS, CULTURE AND ENTERTAINMENT)	 Significant site	 Museum	 Art gallery	 Art studio	 Theatre	 Music venue	 Meeting node	 Events	 Busking space	 Tourist destination	 Movies				
COMMERCIAL (OFFICES AND RETAIL)	 Office	 Mixed-use	 Shopping centre	 Grocery store	 Specialty retail	 Service station	 Bottleshop	 Bank	 Gym	 Dance studio	 Market	 Big box retail			
INDUSTRIAL	 Industrial	 Warehouse and yard	 Wholesale retail	 Mechanic	 Car yard										
HOSPITALITY	 Holiday accommodation	 Restaurant	 Cafe	 Pub	 Wine bar	 Nightclub	 Distillery and brewery	 Take away/fast food	 Food truck	 Ice creamery					

**NOTE:** ICONS RELATE TO MAPS WITHIN THIS DOCUMENT

# 01 INTRODUCTION

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. This report explores the area as it currently stands and compares this to the future needs of the community at a local and state level to support the long-term success and viability of Claisebrook.

Desktop and site analysis has been undertaken, and includes:

- Site visits with all areas of administration;
- Site and context mapping;
- Review of City Strategies, Plans and Policy; and
- Review of relevant Federal and State Planning documents.

The Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis presents a summary of the area and makes key recommendations for future Planning and Place improvements for Claisebrook.

## REFERENCE DOCUMENTS

### STRATEGIES & PLANS:

- Perth and Peel @ 3.5 million
- State Planning Policy 4.2: Activity Centres for Perth & Peel (SPP 4.2)
- Metropolitan Region Scheme
- State Planning Policy 5.4: Road and Rail Noise (SPP 5.4)
- Aboriginal Heritage Places (DPLH-001)
- State Register of Heritage Places
- Department of Planning, Lands and Heritage, Urban Forest Mesh Blocks, 2018
- CSIRO, Estimation of Land Surface Temperature and Urban Heat Island Effect for Australian Urban Centres 2017
- Long Term Cycle Network 2020
- Perth Regional Ecological Linkages

### CITY'S STRATEGIES AND PLANS:

- Accessible City Strategy 2020 - 2030
- Local Planning Strategy
- Waste Strategy 2018 - 2023
- Public Open Space Strategy 2018
- Greening Plan 2018 - 2023
- Sustainable Environment Strategy 2019 - 2024
- Safer Vincent 2019 - 2022
- Disability Access and Inclusion Plan 2017 - 2022
- Reconciliation Action Plan 2022 – 2024
- Aboriginal Heritage Interpretation Strategy 2022 - 2025
- Youth Action Plan 2020 - 2022
- City of Vincent Wetlands Heritage Trails Plan
- Public Health Plan 2020 - 2025
- City of Vincent Heritage List (Heritage List)
- Road Safety Commission, 40km/h City of Vincent, 12-month review
- Draft Wayfinding and Signage Plan 2022
- Vincent Significant Tree Inventory Report, 2019

### CLAISEBROOK SPECIFIC:

- East Perth Redevelopment Authority Scheme 1992
- EPRA Design Guidelines Claisebrook Road North
- Royal Perth Hospital Flight Path Protection Scheme Amendment Request 2022
- Claisebrook Road North Community Visioning Workshop Briefing Paper
- Hanson Environmental Management Plan
- Holcim Environmental Management Plan
- East Perth Station Access Strategy
- Claisebrook Station Access Strategy



Existing concrete batching plant on Edward Street.



Existing concrete batching plant on Claisebrook Road.



This commercial building opposite Gladstone Park is empty.



New development on the corner of Somerville Street and Claisebrook Road.



Vacant land opposite the Claisebrook Station.



Vacant land along Cheriton Street.

## 02 STRATEGIC ANALYSIS

Claisebrook forms part of Perth (suburb) and is bound by Marlborough Street to the north, East Parade to the east, Graham Farmer Freeway to the south, and Lord Street to the west. It is approximately 1.5 kilometres from the Perth CBD.

Claisebrook 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, east, south and western corridors of Perth. The precinct is located within 400 metres of the Claisebrook train station, and within 800 metres of the Mclver and East Perth train stations.

### 2.1 BACKGROUND

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. The development approval expired in October 2012 and the applicants applied to remove the time limited approval. This was not supported by the City of Vincent, however, the Minister for Planning granted a five-year extension (until 2017) and directed the City of Vincent to develop a strategic planning vision for the area.

## 2.2 PLANNED URBAN GROWTH REGIONAL AND SUB-REGIONAL FRAMEWORK

### Perth and Peel @ 3.5 million

*Perth and Peel @ 3.5 million* provides guidance on where new urban and infill development should occur over the next 30 years to minimise the negative impacts of urban growth on the environment, areas of heritage significance, land availability, and infrastructure.

The City of Vincent is located within the Central Sub-region of the framework, which forms part of the regional implementation strategy for Perth and Peel at 3.5 million. This catchment is forecast to accommodate 468,000 additional people by 2050, bringing the population in this region to over 1.2 million people. An additional 285,840 jobs are also expected to be accommodated in this region, bringing the total number of jobs provided to 831,960. 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.

The East Perth Station is recognised as a Station Precinct under *Perth and Peel @ 3.5 million* Central Sub-regional Framework. The areas around stations have the potential to accommodate increased development. Development around public infrastructure should increase a mix of housing, office, retail and other amenities integrated into a walkable neighbourhood. Due to its proximity, Claisebrook is a suitable location for planned growth.

### STATE PLANNING POLICIES

#### State Planning Policy 4.2: Activity Centres for Perth & Peel (SPP 4.2)

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.

SPP 4.2 is primarily concerned with the distribution, function, broad land use and urban design criteria of activity centres and coordinating their land use and associated infrastructure planning. Activity centres are community focal points, and can include activities such as commercial, retail, higher-density housing, entertainment, tourism, civic and community, higher education, and medical services.

SPP 4.2 guides the preparation and review of local planning strategies, schemes and structure plans, and development control. SPP 4.2 covers the following types of activity centres:

- Perth Capital City;
- Strategic Metropolitan Centres;
- Secondary Centres;
- Specialised Centres;
- District Centres; and
- Neighbourhood Centres (supplemented by Local Centres).

Claisebrook is not identified as an activity centre under SPP 4.2.

## ZONING AND RESERVES

### Metropolitan Region Scheme

The Metropolitan Region Scheme (MRS) is a statutory State Government planning instrument which broadly guides the distribution of land use throughout the Perth Metropolitan Region by designating 'zones' and 'reserves'. The Claisebrook precinct is zoned Urban under the Metropolitan Region Scheme (MRS).

### Local Planning Scheme No. 2 (LPS2)

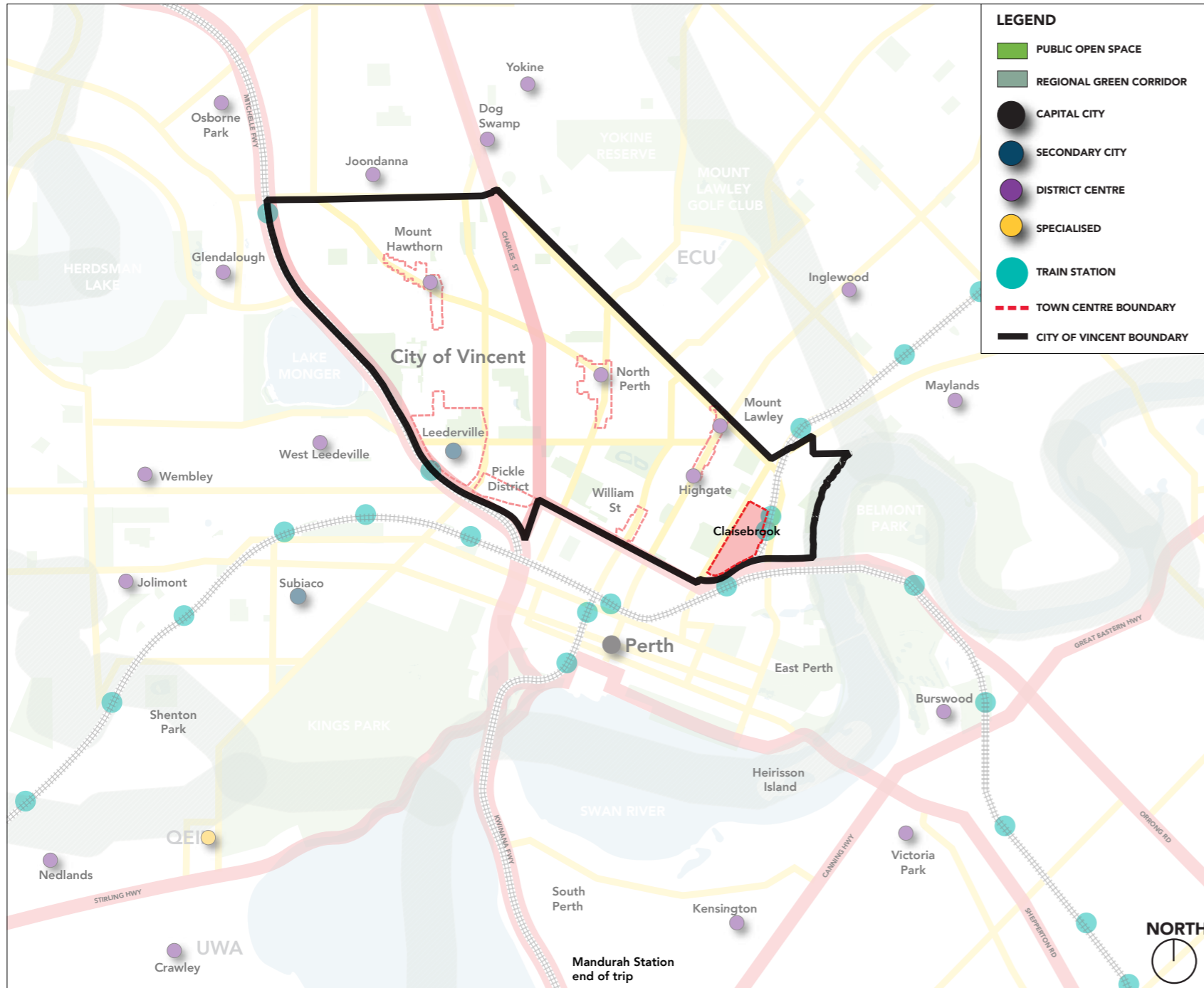
Local Planning Scheme No. 2 was adopted in May 2018 and rezoned the Claisebrook precinct to Mixed Use R100, excluding the concrete batching sites which are zoned Mixed Use R160. There is significant development potential within this area.

Royal Perth Hospital are investigating an emergency flight path that would impact the building heights along the southern boundary of the precinct. A Special Control Area would be included in the scheme to limit the building height to between 65 and 90 metres ADH (or approximately 16 to 22 storeys).

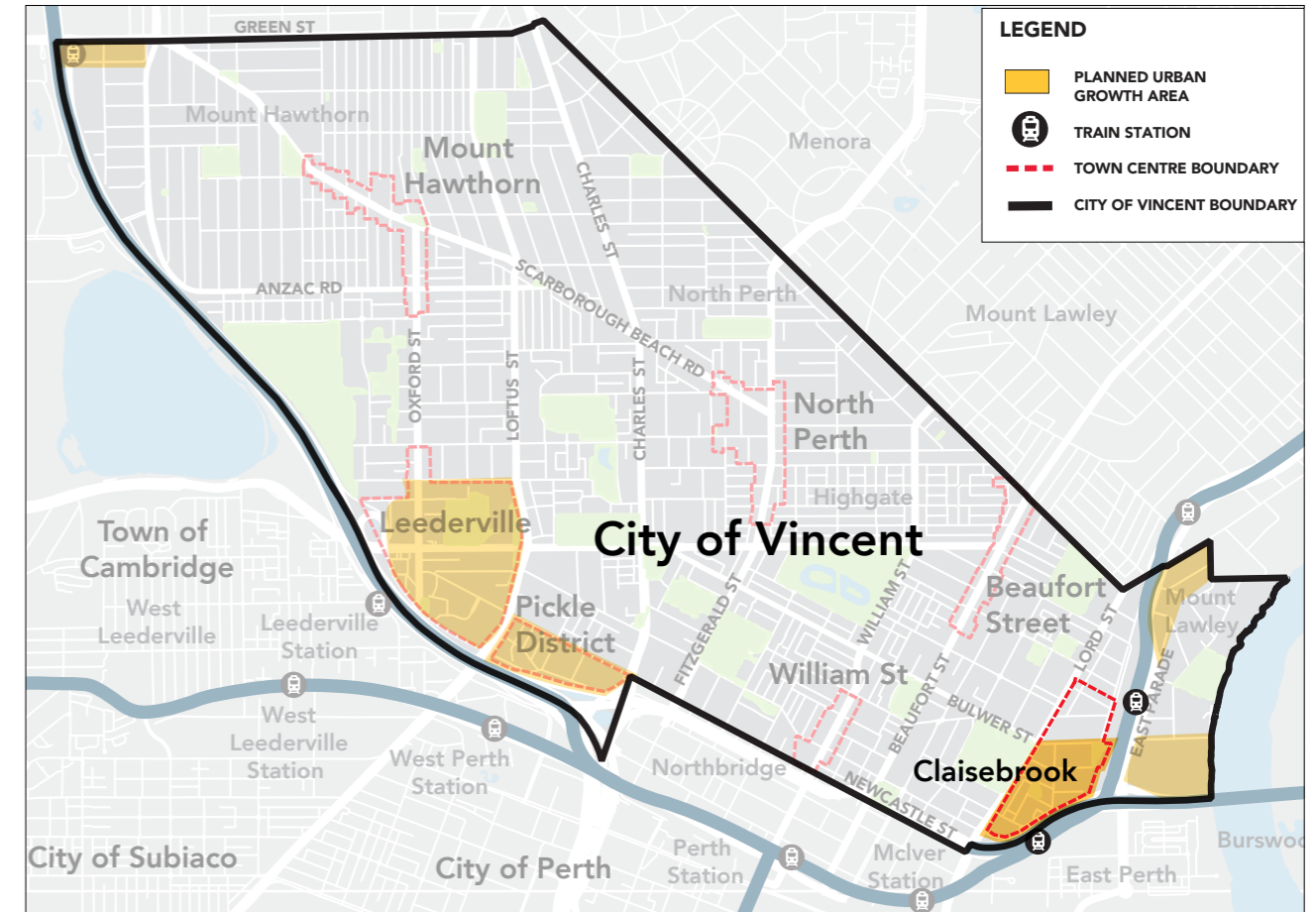
The City of Vincent established a working group and held visioning workshops with the community in 2012. The Local Planning Strategy was updated to include the precinct as a planned growth area, and highlighted the need for a planning framework to guide future development.

In 2018, the Minister of Planning granted a further final extension of time to allow the concrete batching plants time to relocate operations. This approval will lapse on 30 June 2024.

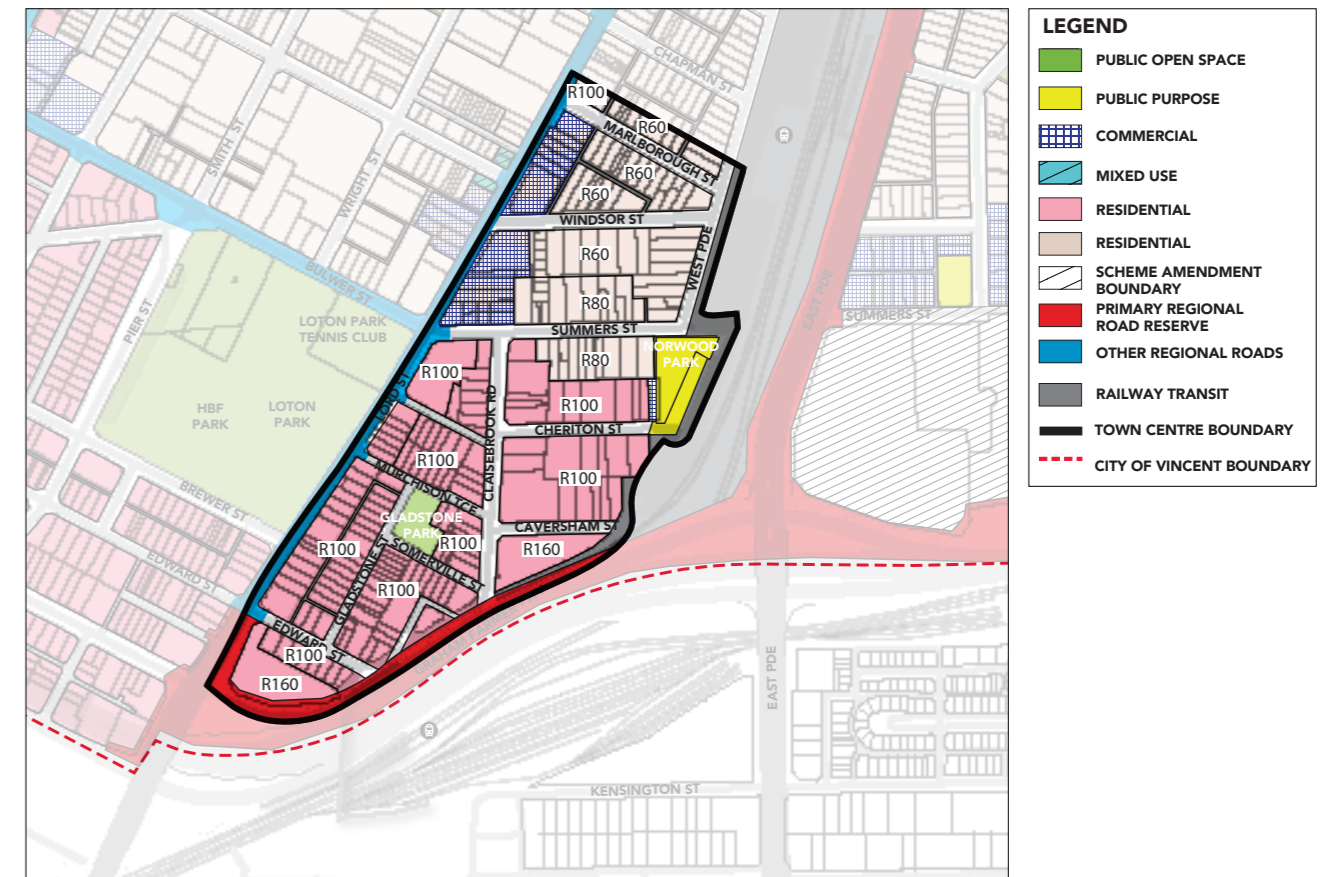
A nine-storey mixed use development located at No. 150, 152 and 158 Claisebrook Road has been waiting for the concrete batching plants to cease operation. This development was approved in 2014. Three additional applications seeking an extension of time for development to substantially commence were approved in 2016, 2018 and 2021.



Source information:  
Perth and Peel @ 3.5 million  
Perth Regional Ecological Linkages



Source information: Vincent Strategic Plan



Source information: Local Planning Scheme No. 2

## 2.3 NOISE PLAN

### State Planning Policy 5.4: Road and Rail Noise (SPP 5.4)

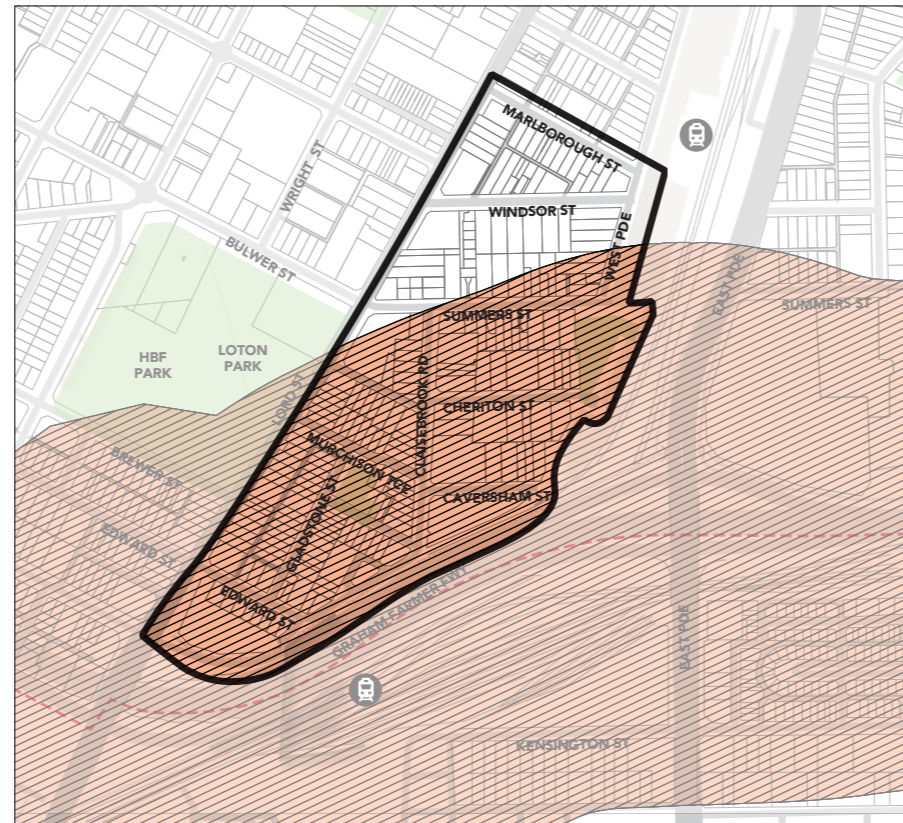
The purpose of SPP 5.4 is to minimise the adverse impact of road and rail noise on sensitive land uses or developments within a specified distance of significant freight and traffic routes.

SPP 5.4 applies to the preparation and assessment of planning instruments where any of the following are proposed:

- Noise-sensitive land-use within SPP 5.4's trigger distance of a transport corridor;
- New or major upgrades of roads; and
- Any other works that increase capacity for rail vehicle storage or movement and will result in an increased level of noise.

SPP 5.4 identifies the State's transport corridors and the trigger distances to which the policy applies. Claisebrook is affected by 'strategic freight or major traffic route' (Graham Farmer Freeway), 'other significant freight or major traffic route' (Lord Street), and the 'Metropolitan passenger railway' (Armadale and Midland lines).

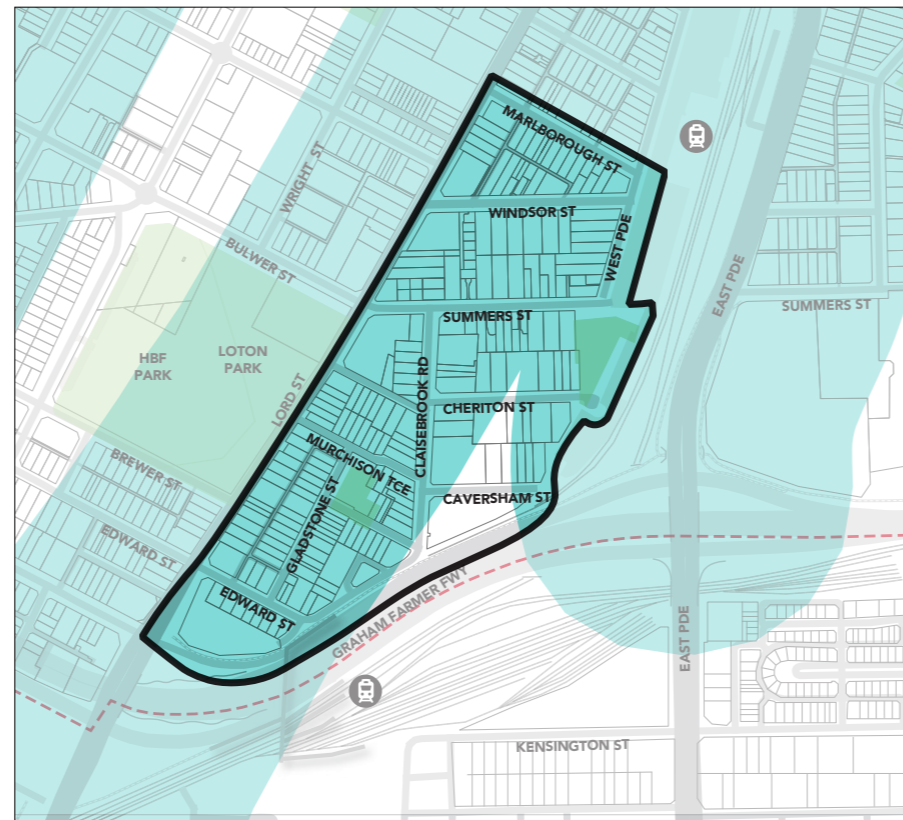
The trigger distances should not be interpreted to predict whether land is or is not affected by noise. Instead, where any part of the lot is within the specified trigger distance, an assessment against SPP 5.4 is required to determine the level of transport noise management or mitigation required. This is usually undertaken at the time of development application. The planning framework should include a provision to this effect.



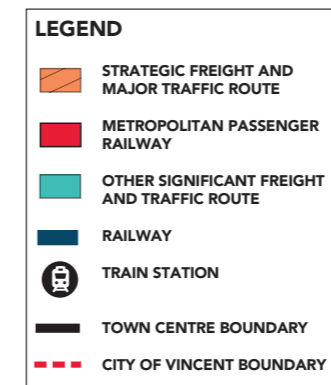
Strategic freight and major traffic routes

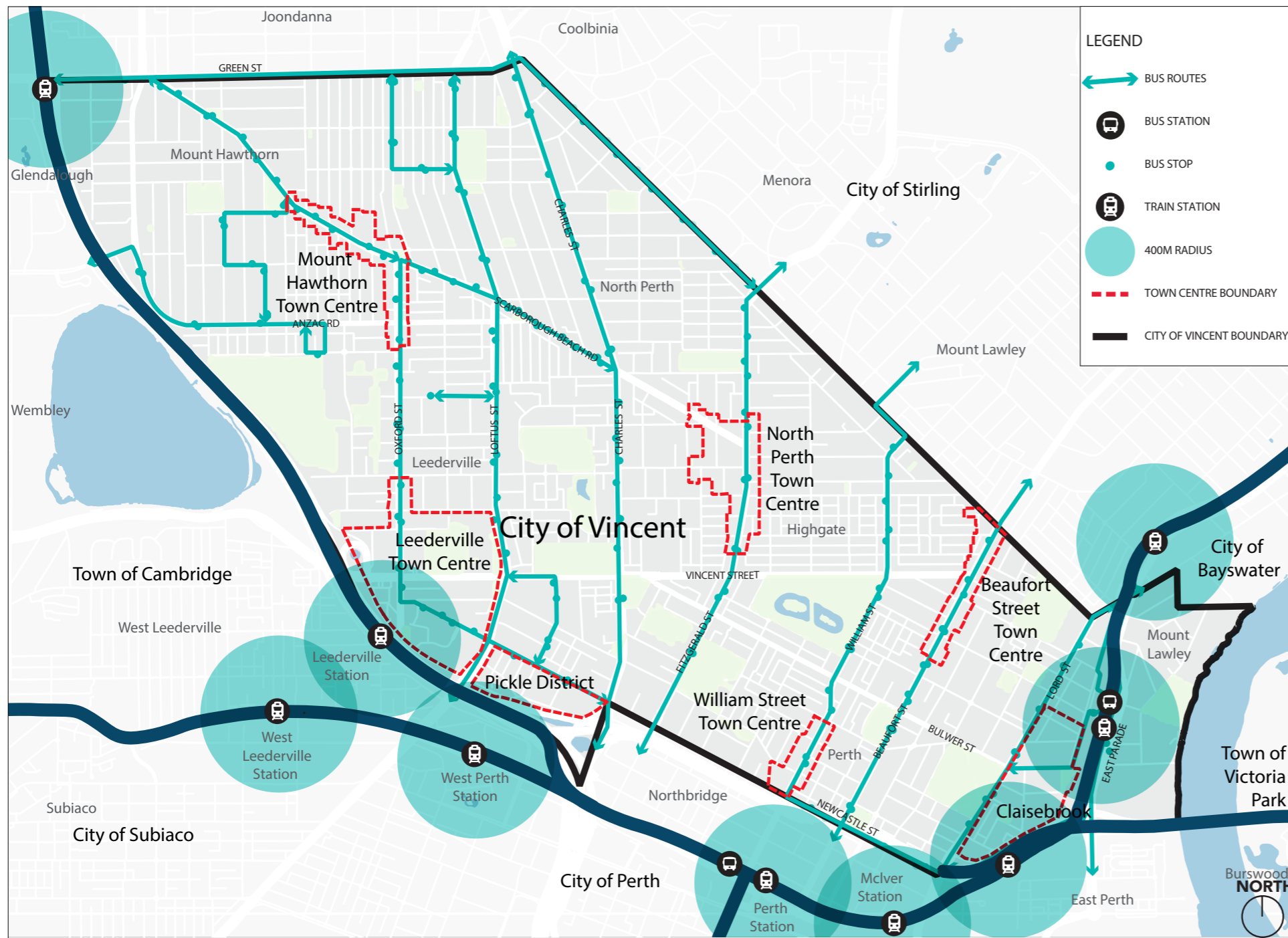


Metropolitan passenger railway



Other significant freight and traffic route





Source information:  
Accessible City Strategy 2020 - 2030

## 2.4 MOVEMENT PUBLIC TRANSPORT & PRIVATE VEHICLES

Public transport networks are a core component of Vincent’s transport network. *Perth and Peel @ 3.5 million* and the Central Sub-regional Planning Framework indicate that there is likely to be extensive growth in development across the City and throughout the entire region.

This growth will likely assign a comparative level of transport demand to a network already approaching capacity. There is insufficient road capacity to accommodate this transport growth under the current paradigm of predominantly peak hour private vehicle trips. The focus on moving cars and trucks in traffic lanes limits the people moving capacity of the corridor. An alternative framework and infrastructure solution should be considered which prioritises the movement of people and goods over traffic. Public transport is an ideal mode, able to provide regional travel for large numbers of people within a relatively small carbon footprint.

All properties within the Claisebrook precinct are within a 400 metre or 800 metre catchment of a train station (Claisebrook Station or East Perth Station). The stations provide access to the Armadale Line, Midland Line, and to Perth City.

Lord Street is within 400 metres of all parts of Claisebrook and contains several bus stops that provide access to Elizabeth Quay Bus Station, Morley Bus Station, Maylands, Bassendean, and Bayswater to the north-east. There are no east – west bus routes that connect Claisebrook to other parts of Vincent.

All roads are access roads and accommodate local traffic only. There are several one-way streets and plenty of on-street parking.

## BICYCLE MOVEMENT

Cycling infrastructure is varied in Vincent and caters to different levels of cycling confidence. Most of the infrastructure across the City is provided in shared paths of varying widths and quality. These paths tend to give priority to cars, with crossing controls and amenity suitable for small volumes of cyclists only.

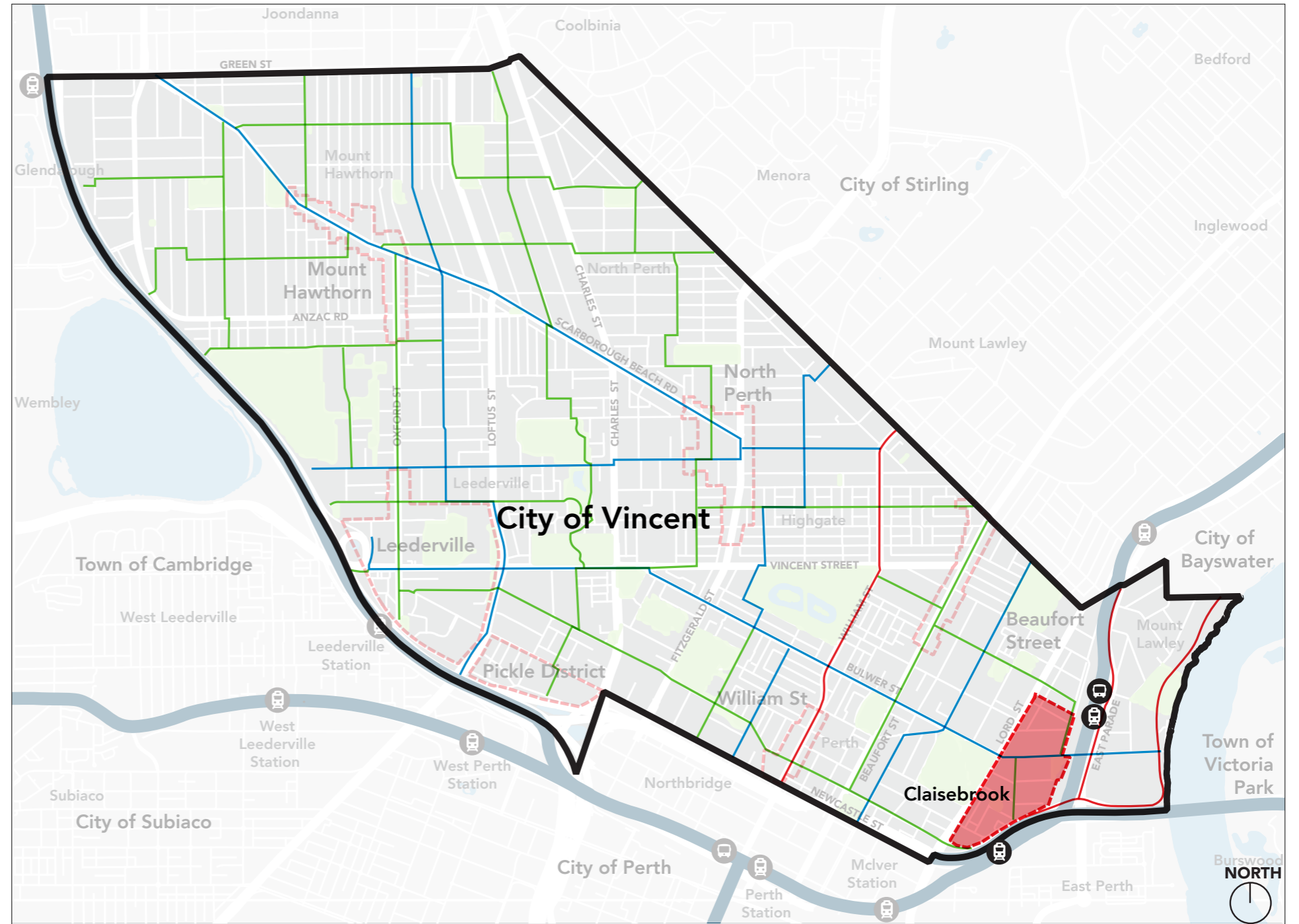
From a network perspective, sections of high quality separated bike lanes and wide shared paths give local access and mobility, but do not connect to each other. This represents the largest deficiency in Vincent's cycling provision.

Bicycle routes to and throughout the Claisebrook precinct are limited. Routes that have been adopted under the Long-Term Cycle Network include:


- Route 3529 is a Secondary Route which runs along Summers Street between Lord Street and the Midland Train Line;
- Route 3260 is a Local Route which runs along Broome Street, Chapman Street and West Parade between Beaufort Street and Summers Street; and
- Route 3280 is a Local Route which runs along Claisebrook Road between Summers Street and the Midland Line Pedestrian Shared Path.

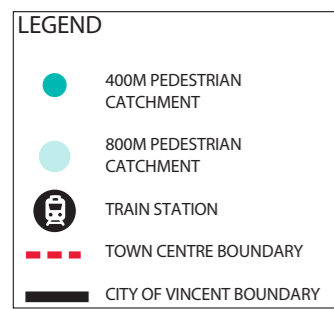
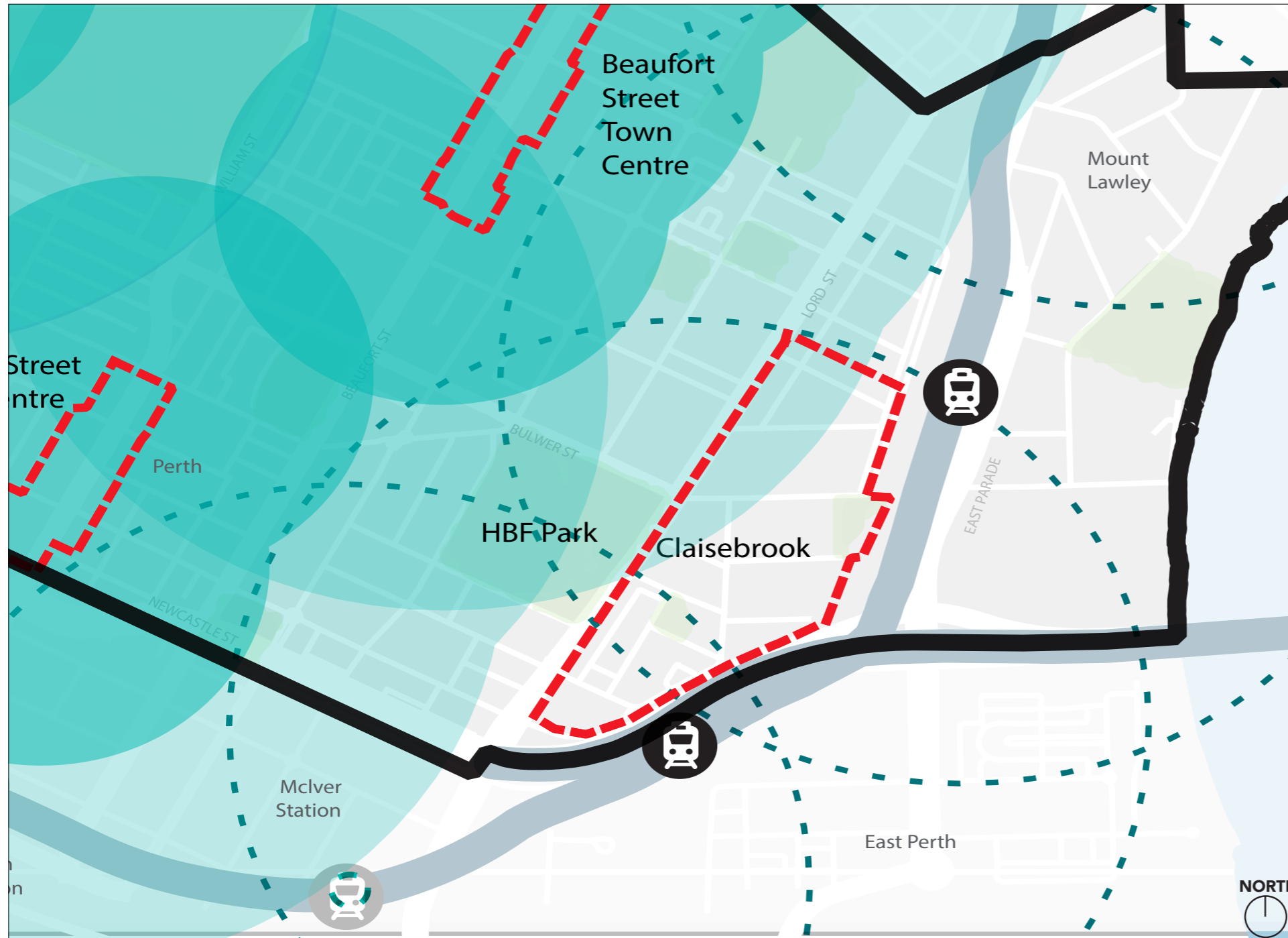
Actions to support improvements include:

- The Department of Transport has awarded the Vincent \$12,500 (through the Western Australia Bicycle Network grants) for the feasibility and concept design of a shared path for 'Summers Claisebrook Cycle Path' (Route 3280 and Route 3259); and
- The timing and potential design interventions of Route 3260 will be investigated as part of the City's Cycling Plan 2022-2027.



Source information:  
Long Term Cycle Network 2020

LEGEND	
<span style="color: red;">—</span>	PRIMARY CYCLE ROUTE
<span style="color: blue;">—</span>	SECONDARY CYCLE ROUTE
<span style="color: green;">—</span>	LOCAL CYCLE ROUTE
	TRAIN STATION
<span style="color: red;">- - -</span>	TOWN CENTRE BOUNDARY
<span style="border-bottom: 2px solid black; width: 20px; display: inline-block;"></span>	CITY OF VINCENT BOUNDARY



**Source information:**  
 Accessible City Strategy 2020 - 2030

## PEDESTRIAN CATCHMENT

Pedestrian activity and connectivity are factors in the effectiveness and vitality of the town centre activity corridors and Vincent as a whole. The pedestrian environment must be carefully considered, particularly along primary pedestrian routes.

Pedestrian travel is much more localised than other transport modes, and vital for the function of all land use and transport systems. An attractive and safe pedestrian realm results in improved health and social outcomes for residents. Attractive pedestrian environments can also improve economic outcomes attracting more residents and businesses.

All properties within the Claisebrook precinct are within 400 metre or 800 metre catchments of a train station (Claisebrook Station, Mclver Station or East Perth Station). These train stations provide access to Perth City and its connecting lines, and direct access to the Midland line. The direct pedestrian access to public transport makes the location favourable for urban growth.

There is a pedestrian bridge that connects the southern tip of Claisebrook to the other side of the Graham Farmer Freeway. The adjoining area contains educational (Tafe International WA) and employment opportunities.

Claisebrook is also within 800 metres of HBF Park, a popular sporting venue within Perth.

There are many actions within Vincent's Accessible City Strategy that aim to improve the way people move around Vincent. Action 1.2.6 is specific to Claisebrook and requires collaboration with the Department of Transport and the Public Transport Authority (PTA) to develop a high quality and safe active transport environment between Claisebrook station and Perth Oval.

# 03 SITE ANALYSIS

## 3.1 EXISTING CHARACTER

The urban structure of Claisebrook is based on a rectangular grid. The prominent grid slightly changes orientation at Claisebrook Road. The streets around Gladstone Park are one-way and it feels enclosed with glimpses to the nearby Perth City skyline and HBF Stadium. The one-way roads create a slower pace being finer-grain and tree-lined with continuous yet eclectic built form. Cars park on-street or in front of properties diminishing the pedestrian experience.

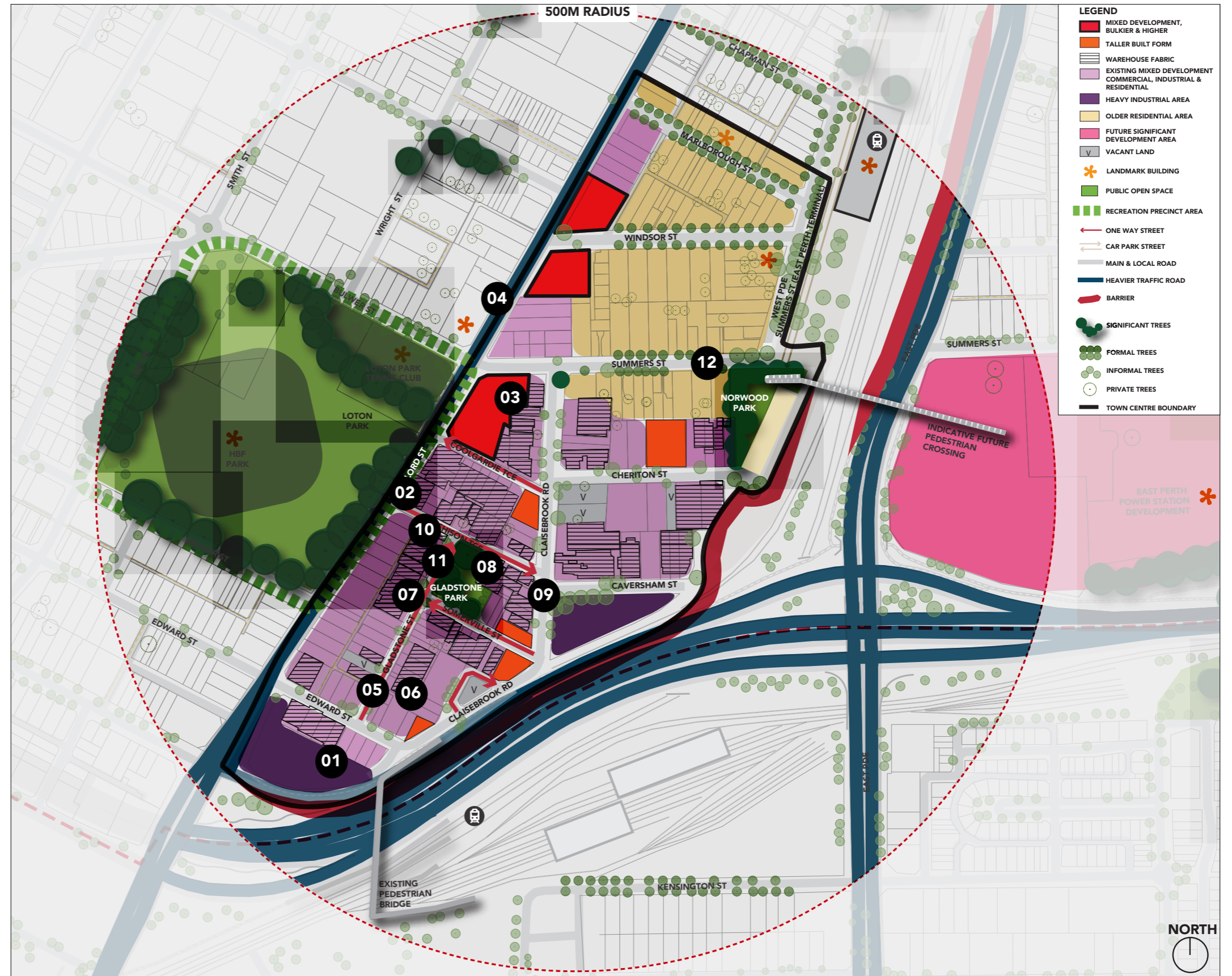
At the top of Lord Street, on the corner of Summers Street, there are views to the City and the built form becomes coarser and the streetscape harder. Moving downward along Lord Street there are large fig trees on the Loton Park side and Queensland Box trees on the eastern side. Together these trees create a sense of arrival to Claisebrook.

Claisebrook Road is connected to Claisebrook Station and it is a generous street that can accommodate pedestrians, cyclists and vehicles comfortably. The built form is predominately a mix of existing industrial and commercial with some older houses and newer mixed-use developments.

The residential area above Summer Street are not easily accessed by vehicles as cars need to drive through the East Perth Terminal. This local residential area has lower-density housing with on-street parking, mature verge trees, and pathways.

### KEY ASPECTS

- South of Summer Street, the area is predominately industrial and commercial;
- Along Lord Street and Claisebrook Road, high-density housing is being constructed;
- Lord Street mixed-use development is bulkier and higher built form;
- The urban form and the public realm around Gladstone Park have a human-scale;
- Pedestrian and cycle connections across the railway and freeway are not inviting; and
- There is minimal public space within Claisebrook though it adjoins Loton Park and the tennis courts along Lord Street.





01 The concrete batching plants offer a future opportunity to revitalise Claisebrook.



02 Lord Street should capitalise on the existing significant fig trees at Loton Park as they add an inviting park-like character to the street.



03 The higher-built form provides more housing opportunities, and the ground plane along Lord Street must have a human scale.



04 This heritage house sits on the hill overlooking Claisebrook and is a landmark in the area.



05 On the verges there are community veggie patches throughout the area, creating a sense of belonging for workers, residents and visitors.



06 Claisebrook has many hidden gems throughout the area, providing reasons to revisit.



07 The cafe and co-working space within the old warehouses provide an unexpected vibrancy to the area.



08 Gladstone Park has a village green feel. It acts like a meeting place with people often seen playing, working, eating lunch and enjoying the shade of the trees.



09 The eclectic nature of Claisebrook adds to the charm of the area. Design guidelines, a street tree plan, and a public realm strategy will make the place more coherent while celebrating its unique sense of place.



10 Claisebrook has an enclosed feeling due to limited views and narrow streets.



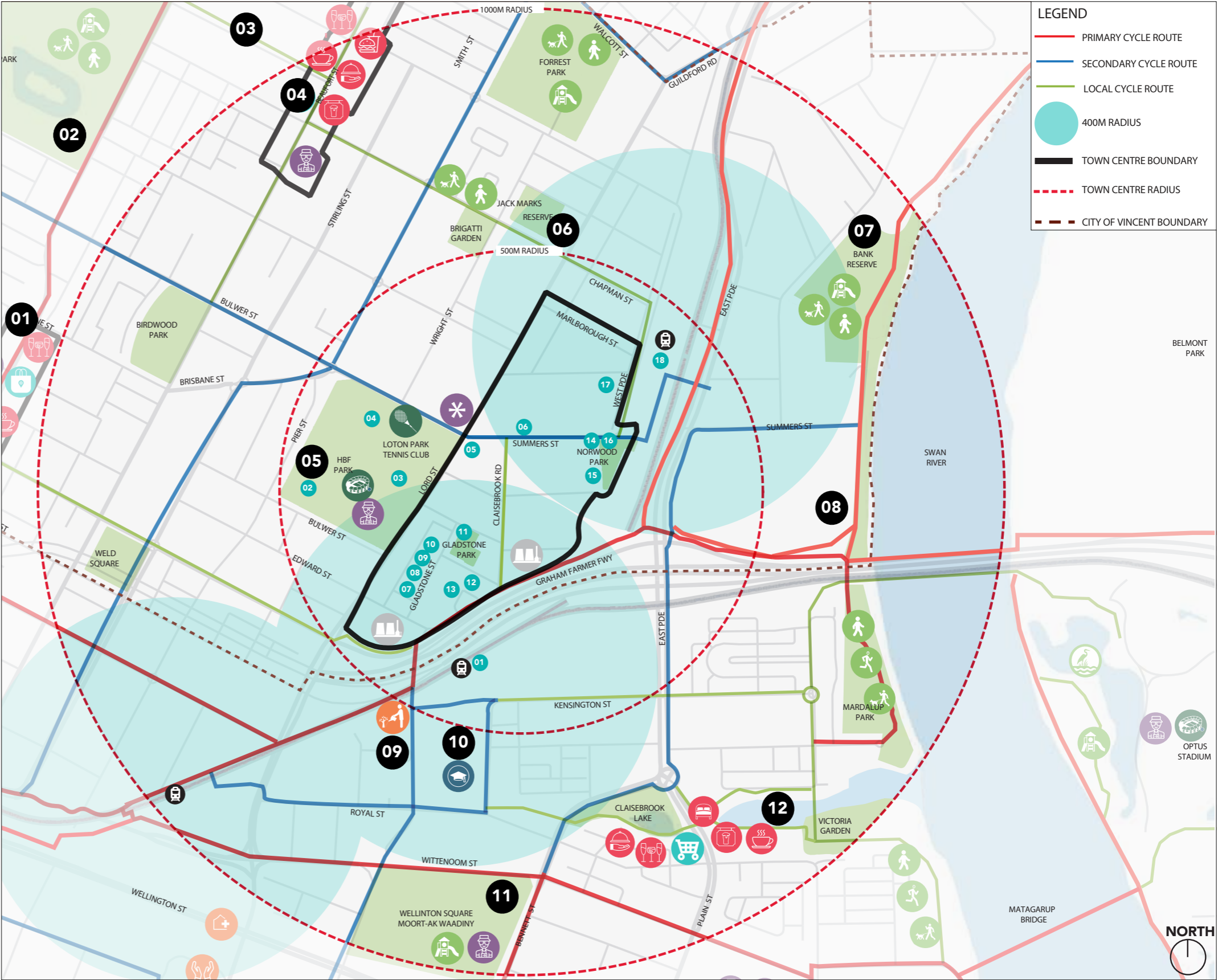
11 This warehouse's vertical windows, inset door and narrow roller door, add to the unique sense of place of Claisebrook.



12 Summer Street's character changes into a lower-density residential area with a heritage charm.

### 3.2 SURROUNDING CONTEXT

There are many significant sites and places of interest within proximity to the Claisebrook precinct that can be accessed via walking, cycling, public transport or driving. As there is limited public open space within Claisebrook, a review of nearby parks and connection to these places is recommended. A summary of the places of interest are described on the next page.



Source information:  
Long Term Cycle Network 2020



01 William Street is a demographically diverse town centre with restaurants, wine bars and specialty retail. It is just within walking distance and riding distance from Claisebrook.



02 Hyde Park is a beautiful inner-city park that is a short bike ride from Claisebrook.



03 Mary Street, with the majestic fig trees, connects Hyde Park to Beaufort St and would be an ideal stop to and from Claisebrook.



04 Within walking and riding distance from Claisebrook, Mary Street Piazza is a vibrant small urban resting place on the corner of Mary Street and Beaufort Street in Highgate.



05 The centrally located stadium in Perth has footballing traditions reaching back to 1903. The ground remains mostly used for football, alongside rugby, to this day. **Credit:** Department of Sport and Recreation, WA



06 Claisebrook residents with dogs may include Jack Marks Reserve, an off leash fenced areas with a park side hole-in-the-wall coffee shop.



07 Claisebrook is situated within walking distance of the river park Banks Reserve, a great place for the family with BBQ's facilities, half basketball court, a playground and toilet.



08 Locals and visitors to the area may soon be able to enjoy the revitalisation of the historic Power Station as a mixed-use precinct on the banks of the Swan River. **Credit:** Development WA



09 The certified organic gardens at Perth City Farm are an institution and incubator for urban sustainability. It holds regular community workshops, events and a farmers market, and is an important space for the community.



10 TAFE International Western Australia provides training and education to overseas students who may commute via Claisebrook on foot/ bike or via the train station. **Credit:** TAFE International Western Australia



11 The new Wellington Square adventure playground is conveniently to Claisebrook. The recreation space provides great family amenity for locals and visitors. **Credit:** Buggy Buddys



12 Claisebrook Cove is within walking distance, with waterfront cafes and the Royal Street activity centre. The Optus Stadium is the next stop via the spectacular Matagarup Bridge.

## COMMUNITY & VISITORS

The Claisebrook precinct falls within the suburb of Perth, which includes areas west of Lord Street and south of the Graham Farmer Freeway. At the time of writing, the ABS has released demographic information from the 2021 Census for suburbs but not smaller geographies. As Claisebrook falls within the large suburb of Perth, demographic information on the surrounding area has not been provided at this time.

The mix of residential, commercial and community service land uses attracts residents, workers and visitors to the area. There are also many not-for-profit organisations (Nyoongar Patrol Outreach Services, Youth with a Mission Perth, Carers WA) that operate from Claisebrook.

The Claisebrook and East Perth stations service local, regional and interstate areas. The Claisebrook and East Perth Stations will soon provide direct access to the Perth Airport which will provide direct access to interstate and international visitors.

## EXISTING AUDIENCE OBSERVATIONS

**Community groups**



**Locals**



**Commercial, office & industrial workers**



**Daily & tourist commuters**



**Young children, parents & carers**



**Tafe students**



**Spectators**



**Fitness crew**



Having two train stations within 400 meters creates a prominent commuter community, consisting of students, workers, residents and visitors moving to and from Claisebrook.



HBF Stadium has hosted a variety of sporting and entertainment events over the years. In 2012, renovations expanded capacity of 20,000 for sporting events and 25,000 for concerts.



Green World Revolution is a charity and social enterprise with social impact and environmental goals focused on helping 100 long-term unemployed, mature-age women back into the workforce by 2025.



Claisebrook Design Community, Sayers Little Brother and Gladstone Park create a heart to the area and village vibe, especially on weekdays.



Youth with a Mission is a Christian group who run a host of youth activities.



There is a family community with the Akidamy Early Child Learning School adjacent Norwood Park and Meela Early Learning is a non-profit childcare centre along the train line.



Dogs are allowed off-leash on the grassed areas between the stadium and tennis courts unless the reserve is being used for an approved activity.



Loton Park Tennis Club celebrated 100 years of continuous operation and changed its constitution in 1995 to be an LGBTQI+ managed tennis club.  
**Credit:** Loton Park



There is a variety of dwelling options in Claisebrook.



Verges have a community feel with many community gardens and greening.



An existing sawtooth warehouse has been transformed into a flexible space for entrepreneurship. This project reimagines the area as an urban village.



Nyoongar Outreach Services was established in 1998 by a group of Aboriginal people, government and non-government agencies with a vision of providing culturally appropriate services to young people at risk.



The Gladstone Park with its playground, BBQs and picnic seating make it popular with local workers and residents in the week. It is quiet on weekends.



There are numerous fitness enterprises from gyms, boxing, JiuJitsu, yoga and pole dancing throughout Claisebrook making it busy before and after work as well as on Saturday mornings.



The community garden is managed by members of the Norwood Neighbourhood Association, and is still in its fledgling phase. It has been built using funding provided by the City of Vincent.



Located along Summers and Cheriton Street, Norwood Park is a small neighbourhood park situated near the East Perth train station which caters for locals and visitors to the area.



St Francis Xavier, Catholic Church holds services for their community in English on Sunday at 9:30am and Lithuanian Sunday 11:00am every 2nd, 4th and 5th Sunday of the month.



The East Perth Terminal is the central hub for all of our Transwa train and road coach services catering for local, regional and eastern state transport.

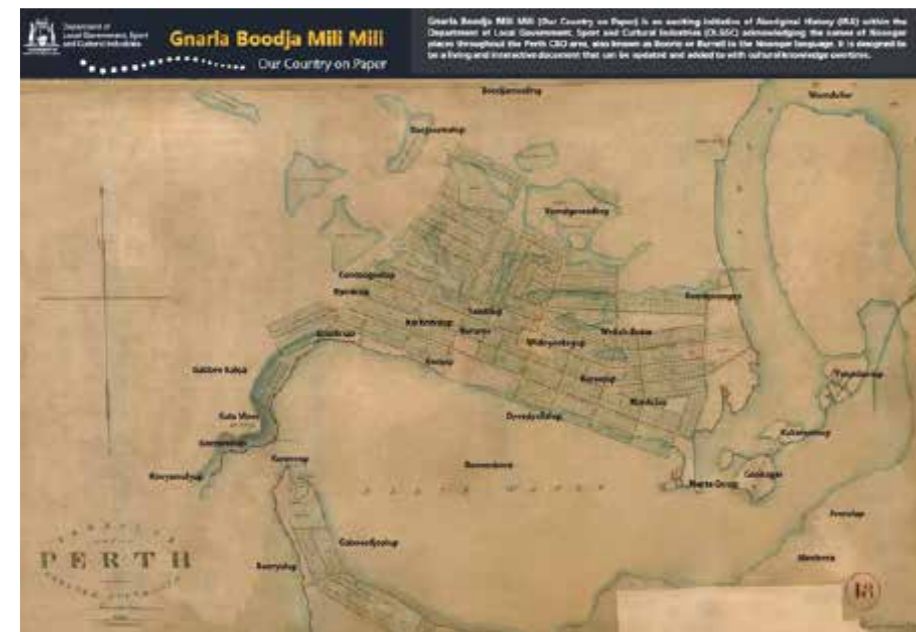
### 3.2 CULTURAL SIGNIFICANCE & HERITAGE WHADJUK NOONGAR HISTORY

The area now encompassing the City of Vincent has long provided significant spiritual and physical sustenance to Whadjuk Noongar people.

The Vincent area incorporates twelve former wetlands and a stretch of Swan River frontage between the ocean and major water systems which play a vital role in the creation of the world for Whadjuk. They are part of the interconnected movements of the Waugyl as it carried out its task of making of the streams and waterways in the nyittingy (cold times).

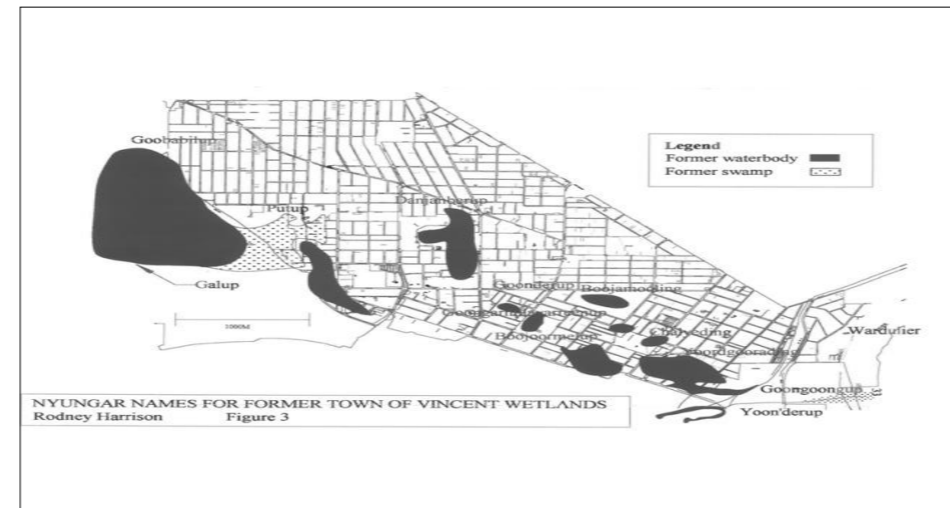
- Interview with Cedric Jacobs, 2003

Both Noongar knowledge and archaeology confirm that before and after European contact, Noongar often camped in close proximity to Waugyl sites near water which were abundant in food resources.



Map showing Noongar names of places within Perth.  
Credit: SLWA

Wetlands in proximity to the Claisebrook area include Boodjamooling (Hyde Park), Boojoormelup (Robertson Park), Galup (Lake Monger) and Danjanberup (Smiths Lake). Maps from the 1900s include the Noongar name 'Goongarnanuluyarreenup' for the area around present day Carr Street. The Claisebrook area was also in proximity to the former Lake Sutherland and Lake Irwin. Most of these wetland areas were progressively drained from the 1850s and converted to market gardens or parkland.



Noongar names for City of Vincent wetlands.  
Credit: Rodney Harrison



Excerpt showing Noongar names overlaid with colonial names.  
Credit: SLWA Map 1933

Some of the earliest encounters and relationships between Noongar and wam (outsiders) occurred in these locations. As conflict gradually increased as a result of disputes over resources and access to land, Noongar who survived were pushed further to the limits of the 'settled' areas. However, many Noongar needed to visit the built-up areas such as Perth, camping on the outskirts in the bush with water and sources of food. Lakes around the present-day City of Vincent were ideal for this.

From 1927 to 1954, the Vincent area was on the boundary of the Perth prohibited area in which any Aboriginal person needed a permit to enter the city. Aboriginal employees would be arrested if they were without their permit after the 6pm curfew. Areas in proximity to but outside the prohibited area became important as camping and 'stopping' places for those who worked domestic jobs in and around Perth.

*Vincent acknowledges that ongoing engagement with the Birdiya Elders is required to ensure opportunities for Noongar-led sharing of their culture within the future planning framework and public realm.*



A map showing the area Aboriginal people were prohibited from entering in Perth between 1927 and 1954.

### 3.4 HERITAGE & CULTURAL SIGNIFICANCE

The heritage of Vincent is unique, vibrant, complex and rich in history, stories, people and places. Heritage is a tangible reminder of our past and where we have come from. 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 Claisebrook were lost, like the iconic East Perth Hotel and the important site of the first Coolbaroo Club.

#### STATE REGISTER OF HERITAGE PLACES

Vincent has over 20 places registered on the State Register of Heritage Places. The State Register is compiled and managed by the Heritage Council of Western Australia. Within the Claisebrook study area, there are no State Registered sites.

#### VINCENT’S HERITAGE LIST (HERITAGE LIST)

The Heritage List exists according to the Local Planning Schemes and provides statutory protection for heritage places. When a place is entered onto the list, a heritage assessment is undertaken to identify if the place has heritage significance. The council makes the final decision about whether a place is formally included in the Vincent Heritage List.

#### PERTH’S DRAFT HERITAGE INVENTORY

Claisebrook was originally part of the City of Perth, places of significance in the area should be reviewed and assessed for inclusion on the Vincent Heritage Lists.

#### WHAT DOES INCLUSION ON VINCENT’S HERITAGE LIST MEAN?

The places listed in the Inventory are protected under Vincent’s Local Planning Scheme and State regulations. Hence, identifying heritage places is not about preventing change. Instead, it is about identifying and understanding what is important so it can be managed appropriately.

Several listed Aboriginal heritage sites are within 500 metres of the Claisebrook precinct. In 2021, the City engaged Moodjar Consultancy to produce a desktop review of existing Aboriginal heritage information relevant to Vincent and conduct a visioning workshop with local Elders. One of the sites they focused on was Yordgoorading (Stone’s Lake) which is close to Claisebrook. The Aboriginal Heritage in Vincent Draft Interpretation Strategy 2022-2025 states:

*This old lake includes an area now part of the Perth Oval (what has recently become HBF Park). Dual naming this place is being undertaken by the Moodjar team led by Elder and Professor Len Collard. For example, Yordgoorading could mean either:*

<i>yoorgoor - yorga = woman</i>	<i>yoorgoor - yorga = woman</i>	<i>djoor – djoorp = kidney</i>
<i>ad = connected to</i>	<i>ad = connected to</i>	<i>djook = sister</i>
<i>Ing = location or place of</i>	<i>Ing = location or place of</i>	<i>ad = connected to</i>
		<i>Ing = location or place of</i>
		<i>yoort = white ashes</i>

Given that this area was a lake or wetland system, it is more likely that it refers to a place of ancient paperbarks. The workshop process conducted by the Moodjar team is the first step in ‘cracking the code’ of Noongar place names. This process does not pretend that it is possible to arrive at any single ‘truth’, definitive interpretation of a place name. However, the workshop demonstrated that a group of people could arrive at some shared meanings for some places.

#### THE COOLBAROO CLUB & LEAGUE

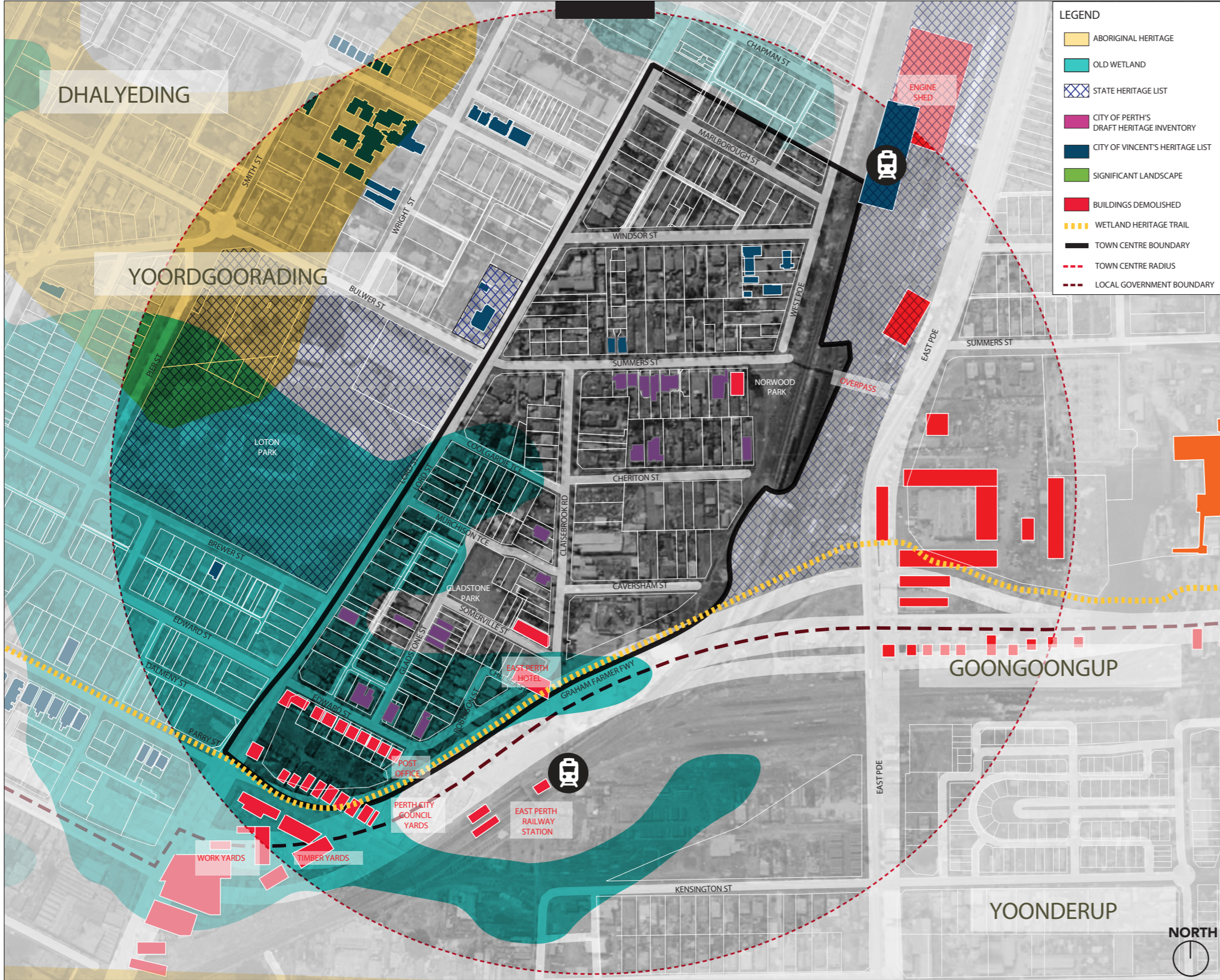
The East Perth and Claisebrook area is regarded by many contemporary Aboriginal people, including the Noongar community, as an important Aboriginal residential and meeting area. In Claisebrook, the Coolbaroo League began in 1947 at a time when Aboriginal people were restricted from the City of Perth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

The Coolbaroo Club dances were held in various venues outside the prohibited area in Claisebrook’s Edward Street and later Beaufort Street until the prohibited area was rescinded in 1954 and the club was allowed to hold balls at the Perth Town Hall and at various other venues.

“Noongar people used to go there from all over to the Coolbaroo Club. Mum used to go just about every weekend and we had to go along. That’s how you knew all your cousins, relations, uncles and aunties. It was really good in those days ....” Albert McNamara (McNamara, 2022).

The Coolbaroo Club building doesn’t exist today and there is an opportunity for Noongar-led sharing of this important moment in time, for example, an artwork, wayfinding, interpretative signage or dual naming.

# HERITAGE AND CULTURAL SNAPSHOT



**Source information:**  
 Aboriginal Heritage Inquiry System  
 City of Vincent Wetlands Heritage Trail  
 Infomaps, Character Areas

City of Vincent's Heritage List  
 State Records Office of Western Australia SROWA  
 Heritage Vincent 1953



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.



**1827**  
 Reconstructed view of Perth in 1827 (looking west from the Claise Brook entry to the Swan River across the lakes of central Perth).  
**Credit:** Edith Cowan University 2014.



**1883**  
 Opened in 1883 under the name East Perth, Claisebrook Station is a busy junction along the Midland and Armadale/Thornlie railway lines.  
**Credit:** Railway WA

1883 - 1890s



The East Perth Terminal is the central hub for all of our Transwa train and coach services. Founded in 1883, it is the former home of the East Perth Locomotive Depot and Perth's original station.  
**Credit:** Railway WA

1904



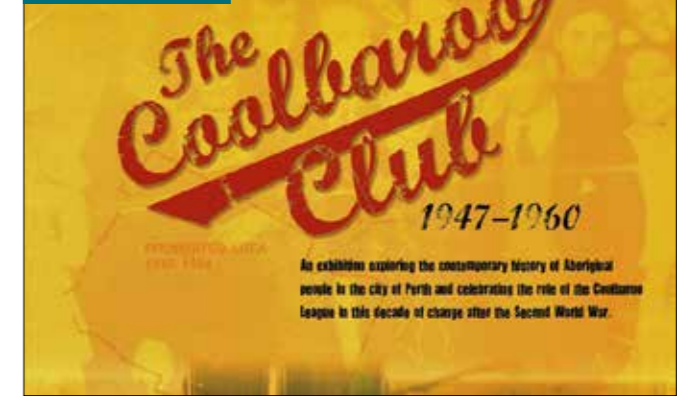
HBF Stadium was originally a wetland, then a paddock that belonged to the Lord Mayor in the early 1900s. One of the first charity cup soccer matches drew a crowd of 2000 people. **Credit:** State Records Office WA

1927 - 1954



Perth's Prohibited Area which operated from 1927 to 1954 restricting Aboriginal people's access to the city. Claisebrook and East Perth area is regarded by many Aboriginal people as an important residential and meeting area.

1947-1960



In 1927 Aboriginal people were banned from Perth City and they responded to discrimination by creating their own club, the first was in Edward Street, Claisebrook.  
**Credit:** Jo Darbyshire

1890s



Dilhorn House is a two-storey Federation Queen Anne-style building and was constructed for William Thorley Loton, a wealthy merchant, land holder and Mayor of Perth. **Credit:** State Library of WA

1916



Loton Park Tennis Club is Western Australia's second oldest tennis club, established in 1916. In 1995 the Club was Australia's premier gay and lesbian tennis club.  
**Credit:** Loton Park Tennis Club

1930



St Francis Xavier School and Church was built in 1935 and has strong ties to Aranmore College and Sacred Heart College. It is included on the Vincent Heritage List.

1976



East Perth Terminal built in 1976 is a classic example of the brutalist style of architecture. It is included on the Vincent Heritage List and State Heritage List.  
**Credit:** Vanessa Pogorelic

1900s



Claisebrook was surrounded by market gardens established by Chinese migrants. By the 1920s, the land was valued more for housing and parks.  
**Credit:** Atkinson 1984

1910-1996



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

1930



The oval was initially used for soccer, Australian Rules football and cricket. In the early 1930s large white entry gates were built on the north west corner of the ground. These have since been heritage listed.

2022



Development which preserves character at the corner of Claisebrook Road and Somerville Street.





01

Graham Farmer Freeway was constructed between 1996 and 2002 and is visually and audibly prominent on the edges of Claisebrook.



02

Hanson's Edward Street plant is most prominent from the bridge, freeway, and when turning into Edward Street.



03

Holcim's plant is most visually prominent along Claisebrook Road, the freeway and Edward Street.



04

Gladstone Street urban farm addresses social and environmental issues.  
**Credit:** 720 ABC Perth. Emma Wynne



05

Some of the older houses are re-purposed as offices creating a residential feel to the area.



06

Gladstone Park is a small neighbourhood park with a playground that is being renewed, picnic benches, BBQ and a drink fountain, making it ideal for families, exercise and dog walking.



07

Claisebrook Design Community provides a co-working and event space. It is a light and bright converted warehouse with both traditional meeting room offices and plywood studios. **Credit:** Hidden City Secret



08

In recent years there have been a few office redevelopments within Claisebrook taking advantage of the proximity to the City and train lines including the airport line to High Wycombe.



09

Norwood Park is a small neighbourhood park situated near the East Perth train station. There is a playground with shade sails, park benches, BBQ, a shaded picnic table and a drinking fountain.



10

East Perth and Claisebrook Station infrastructure and railway lines wrap around the eastern and southern boundary of Claisebrook.



11

A new state-of-the-art METRONET public transport operation centre will be built to include a centralised signalling equipment room; network control floors and office space bringing more workers to the area.



12

Medium and low-density housing, the predominant land use north of Summer Street. There are a number of heritage and character homes.

## CHARACTER & HERITAGE

There are several post-colonial heritage listed places within the Claisebrook precinct and nearby surrounding area. Many sites are still only listed on the Perth Draft Inventory. A review of character buildings would be suitable to determine whether places should be added to Vincent's Heritage List.



134-136 Summer Street  
Vincent Municipal Inventory Adopted



127 - 129 Summer Street  
Perth Draft Inventory



123 Summer Street  
Perth Draft Inventory



115 - 117 Summer Street  
Perth Draft Inventory



107 Summer Street  
Perth Draft Inventory



20-26 Gladstone Street  
Perth Draft Inventory



Claisebrook Road  
Not listed



145 Claisebrook Road  
Perth Draft Inventory



157 Claisebrook Road  
Perth Draft Inventory



119 - 121 Summer Street  
Perth Draft Inventory



54 Edward Street  
Perth Draft Inventory



44-46 Edward Street  
Perth Draft Inventory



34-36 Cheriton Street  
Perth Draft Inventory



23 Gladstone Street  
Perth Draft Inventory



34 Cheriton Street  
Perth Draft Inventory



60 - 62 Cheriton Street  
Perth Draft Inventory



64 Cheriton Street  
Perth Draft Inventory



Claisebrook Road  
Not listed



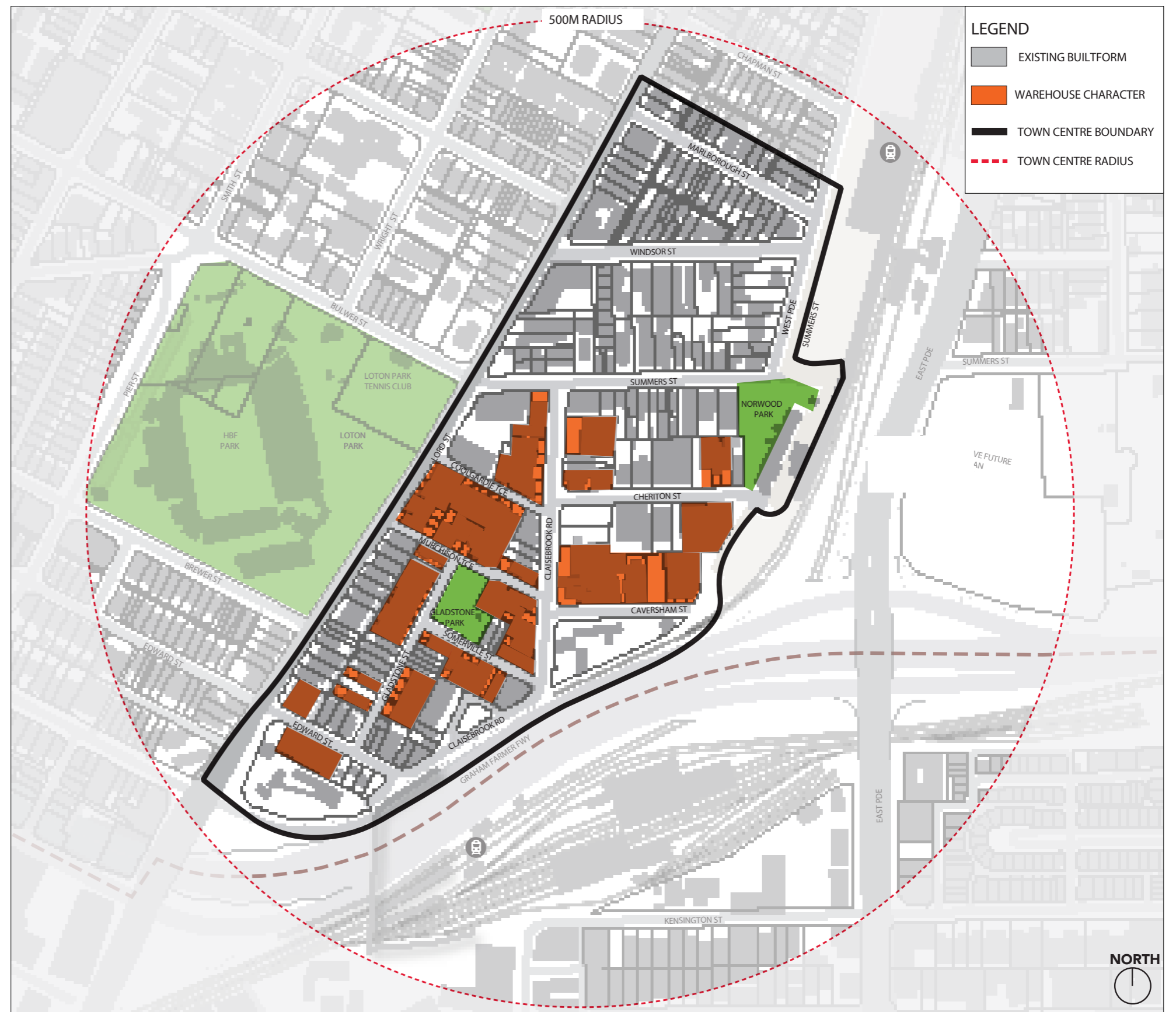
200 Lord Street  
Perth Draft Inventory

## INDUSTRIAL AND COMMERCIAL CHARACTER

There is much established character in the area, this should be celebrated. Understanding the character may encourage adaptive re-use or recycling of materials to ensure a sense of place. Below is an interesting case study where the designers have referenced the original built form and recycled the brick material and floorboards.



Shop & Residences at 123 Claisebrook Road





**EDWARD STREET**



**GLADSTONE STREET**



**MURCHISON TERRACE**



**CHERITON STREET**



**CLAISEBROOK ROAD**



**SOMERVILLE STREET**



**CAVERSHAM STREET**



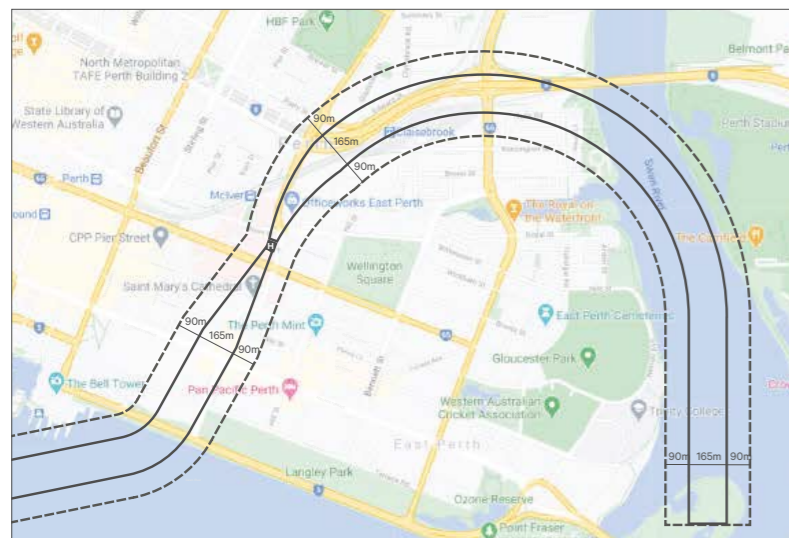
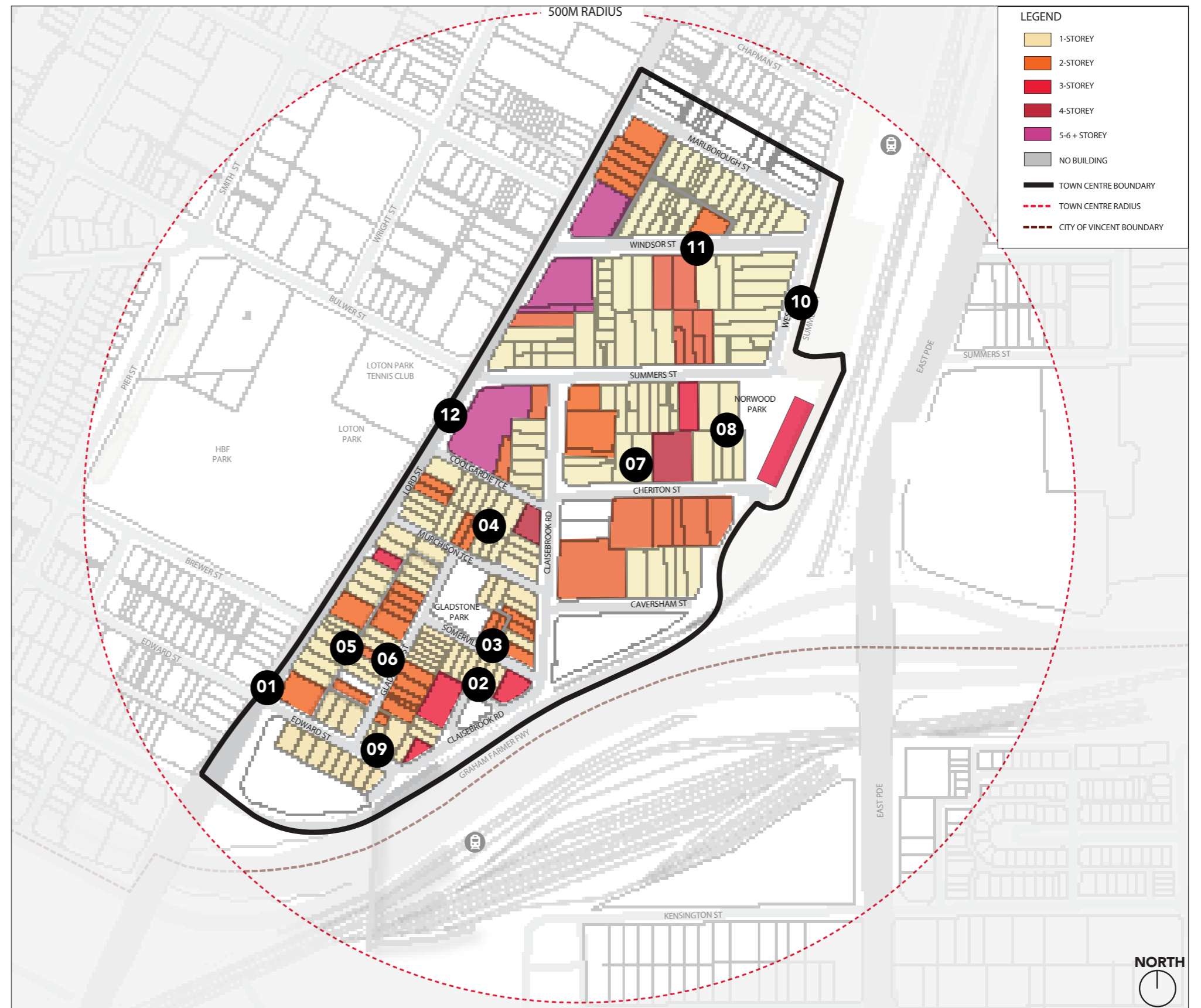
## BUILDING HEIGHT

Single or two-storey developments are the most prevalent within the area. There are some seven-storey buildings along Lord Street.

The current local planning scheme allows development up to:

- Two-storeys along Windsor Street and Marlborough Street;
- Four-storeys along Summers Street;
- Six-storeys along Lord Street, Gladstone Street and the northern side of Caversham Street;
- Eight-storeys adjacent to the Graham Farmer Freeway and along Claisebrook Street;
- Ten-storeys along the southern side of Cheriton Street; and
- Twelve-storeys along the northern side of Cheriton Street.

The Royal Perth Emergency (RPH) Emergency Flight Path is proposed to require height limits over the southern portion of Claisebrook, being limited to 70 ADH – 95 ADH (17 – 23 storeys), see below.



Royal Perth Hospital Flight Path, Scheme Amendment.  
Refer to appendix for additional information.



01 Example of two-storey office buildings along Lord Street with parking out the front. The ground floor provides limited interaction with the street.



02 Example of a three-storey mixed-use residential building along Claisebrook Road. It doesn't fully reflect the surrounding warehouse materiality and has poor ground floor activation.



03 The Claisebrook Road development is an excellent example of celebrating the area's past built form heritage and has an industrial character that ties in with the fine grain of the area.



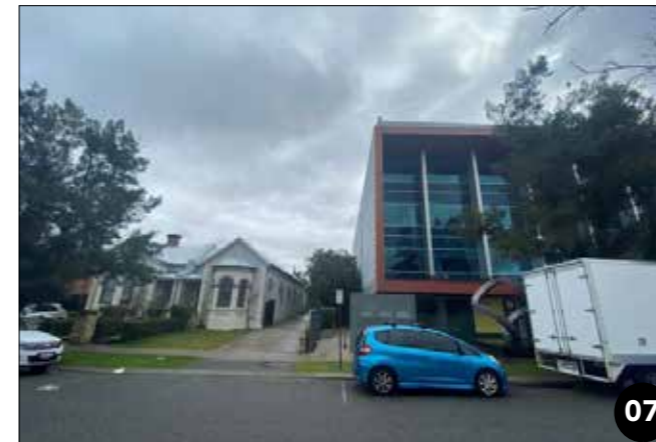
04 This four-storey mixed-use residential development has good passive surveillance of the street from the first floor and a ground-floor cafe which is a popular meeting spot.



05 Gladstone Street is an eclectic array of buildings ranging from warehouses to new higher-density residential and pockets of lower-density character houses. The mix of heights and setbacks adds to the area's unique character.



06 Example of the character houses along Gladstone Street.



07 The Cheriton Street four-storey office building offers convenience to its workers being near the train line. It differs in character, scale, and materiality from the rest of the street and doesn't add to the sense of place.



08 This four-storey residential building offers passive surveillance of this secluded park. The park feels like a private garden due to the surrounding built form.



09 Examples of lower and higher-density residential sitting side-by-side differ in scale and materiality.



10 East Perth Terminal, at six-storeys, is a visual landmark. Within Claisebrook, mature trees soften the building to the residential area.



11 Example of lower-density residential north of Summer Street with a character charm.



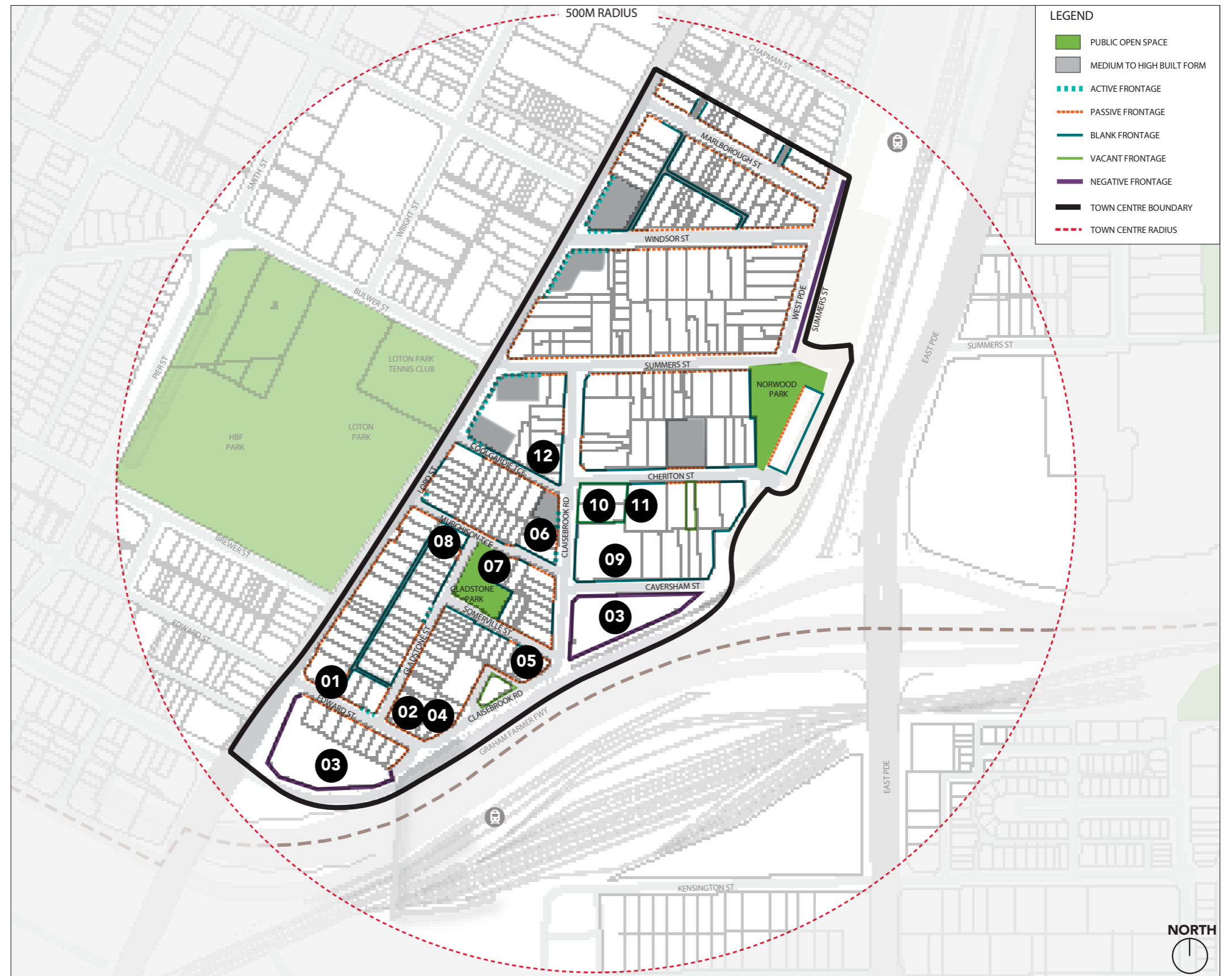
12 Lord Street six-storey, mixed-use residential, is a visual landmark in the area. Being at the top of the hill would provide good views of the surrounding area.

## ACTIVE FRONTAGES

There are some buildings with active frontages scattered through the precinct. Most buildings have either blank frontages obscured from the street or high or tinted windows resulting in little interaction or surveillance between the public and private realms.

Many buildings provide no interaction with the street. This causes the precinct to feel unsafe when there are few or no people around. Similarly, areas with low passive or active surveillance can attract anti-social behaviour as there is a perception that people are not watching.

Developing a planning framework that encourages active frontages should be a priority for the area.





01 The built form along the laneway off Edward Street behind Lord Street offers limited activation. The lane is vehicle dominant.



02 A blank billboard facade along Edward Street provides little to the public realm.



03 The concrete batching sites both have a gated feel.



04 Currently, adjacent Claisebrook Station, there is limited activation and social surveillance on the ground floor.



05 While parking on the ground floor offers passive surveillance, it feels like there is no activity, making the corner feel unsafe.



06 There are many empty warehouse buildings within Claisebrook.



07 Gladstone Park's adjoining buildings do not face onto the park. Cyclone fencing offers passive surveillance but is not welcoming. There are CCTV cameras in the park.



08 This residential warehouse conversion offers no social surveillance to the public realm.



09 This existing warehouse offers no amenity or social surveillance to the public realm.



10 This fenced-off vacant block offers no amenity to the public.



11 This fence is permeable, but the setback, tinted windows and landscape create a distance to the street.

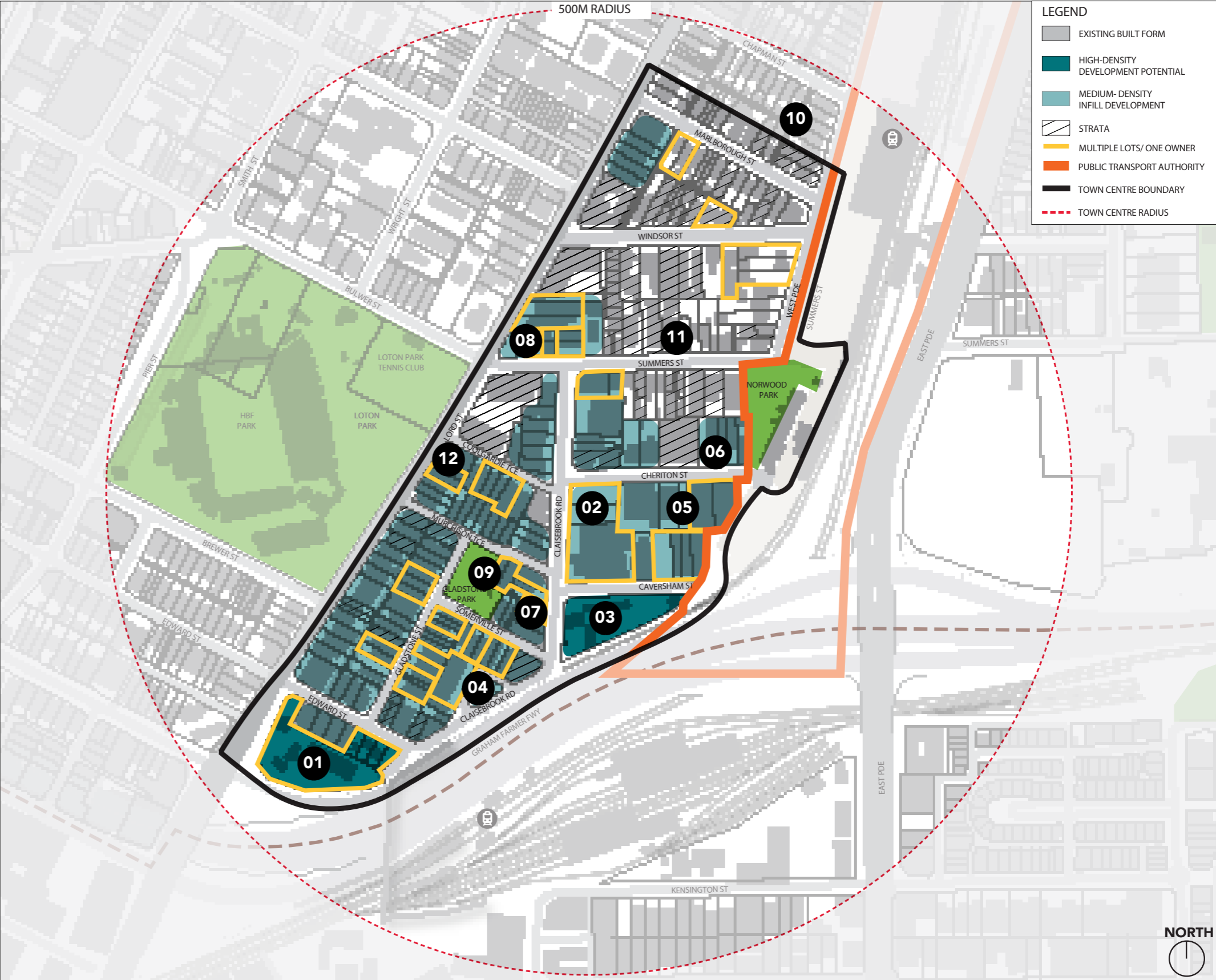


12 A warehouse with a blank face to the street makes walking down the street feel unsafe as there is no passive surveillance.

# DEVELOPMENT POTENTIAL

There are many sites within the area that are in sole ownership. Larger lots or the ability to amalgamate lots is favourable as it could result in more cohesive and continual development along a streetscape. There are often fewer constraints for larger lots as they can accommodate minimum site planning requirements (such as lot boundary setbacks) and allow for adequate solar access and landscaping.

Many sites are strata title developments, meaning there are multiple owners. Development in these areas is less likely to occur as any new development would require agreement and coordination from all landowners. Alternatively, a developer would need to purchase all properties. Both instances would take time to coordinate.





01

The Edward Street concrete batching plant site may offer a place for high-density residential adjacent to a train station with City and river views.



02

A sizeable vacant lot that may offer future mixed-use residential/office opportunities.



03

The Claisebrook Road concrete batching plant offers future mixed-use development opportunities that would bring a new community to Claisebrook.



04

A challenging development site as it is small, triangular and near the train line/ freeway.



05

A rare vacant lot in the area ready for development.



06

These warehouses offer development opportunities for re-purposing as residential or mixed-use scenarios.



07

Existing character houses add a layer of history to the site.



08

The existing car yard along Lord Street offers development opportunities.



09

Opportunities to increase the social safety and vibrancy of the area through sensitive redevelopment adjoining Gladstone Park.



10

Residential infill addressing the laneway provides good passive surveillance and diversifies the housing types in the area.



11

Strata residential housing is prominent throughout the area, especially north of Summer Street.



12

Older businesses along Lord Street may become development site opportunities.

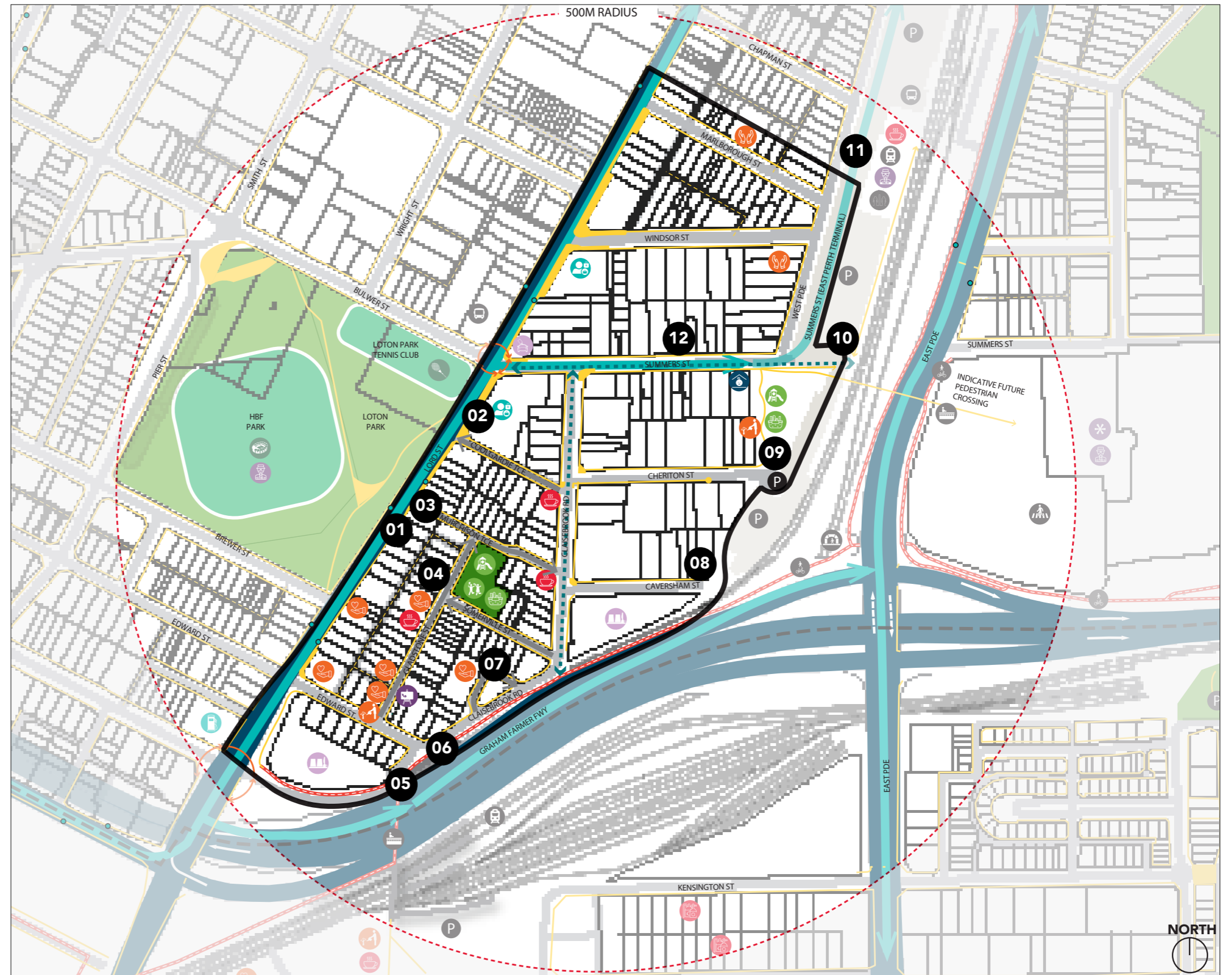
### 3.6 MOVEMENT & ACTIVITIES

All streets are serviced with pedestrian footpaths however the materials used differ and some sections require upgrading. Some footpaths are obstructed by street signs and verge trees and would not be accessible to all users.

There are two pedestrian crossings over Lord Street. Convenient access to both sides of Lord Street should be a priority as most bus stops within the locality are located along this street.

There is currently one pedestrian bridge that provides access from Claisebrook Road to the southern side of the Graham Farmer Freeway. A second pedestrian bridge is proposed to connect Summer Street (east) to the old East Perth Power Station area, over East Parade.

There is a Principal Shared Path (PSP) that runs along the northern side of the Graham Farmer Freeway, and the western side of East Parade. The Department of Transport has awarded Vincent a grant (WA Bicycle Network grants) for the feasibility and concept design of a shared path for 'Summers Claisebrook Cycle Path'. These initiatives improve the precincts connection between the PSP and the remainder of Vincent, via Bulwer Street.



LEGEND			
	<b>PUBLIC OPEN SPACE</b> - Gladstone Street Reserve - Norwood Reserve - Loton Park - Banks Reserve		<b>BUS ROUTE</b>
	<b>SPORTS FACILITIES</b> - HBF Park Stadium - Loton Park Tennis Club		<b>BUS STOP</b>
	<b>COMMUNITY SERVICES</b> - My Flex Disability - Carers WA - United Way, WA - Youth with a Mission - Noongar Outreach Services - Green World Revolution - St Bartholomew's House		<b>MAJOR ROADS</b>
	<b>EDUCATION</b> - The Akidamy School of Early Learning - TAFE International WA - North Metropolitan TAFE East Perth		<b>OTHER ROADS</b>
	<b>ACTIVITIES (ARTS, CULTURE + ENTERTAINMENT)</b> - Kolbusz Space - HBF Park Stadium - Perth Power Station Future Precinct*		<b>ONE WAY</b>
	<b>HOSPITALITY</b> - Sayers Little Brother - Aria + Sol - Cafe Leadman - Farmology Cafe		<b>LANEWAYS</b>
	<b>COMMERCIAL (OFFICES + RETAIL)</b>		<b>TOWN CENTRE BOUNDARY</b>
	<b>INDUSTRIAL</b>		<b>TOWN CENTRE RADIUS</b>
	<b>PEDESTRIAN PATH</b>		<b>CITY OF VINCENT BOUNDARY</b>
	<b>PEDESTRIAN CROSSING</b>		
	<b>PRINCIPAL SHARED PATHS</b>		
	<b>PROPOSED ENHANCEMENT TO BICYCLE NETWORK</b>		



01

Lord Street pathway is shaded with trees, but the path is uneven. The bus stop is not protected from the busy road.



02

Outside the newer high-density mixed-use development, the public realm seems hard and uninviting.



03

The one-way roads are narrow but add to the charm of the area. The parking slows the traffic but limits bike space to travel comfortably.



04

Gladstone Street parking out the front of the offices impacts the amenity of pedestrians.



05

The Claisebrook bridge is not welcoming as it is a harsh, hot, windy and unshaded environment over the freeway and rail.



06

The cycle path has only one tree and feels exposed to the freeway.



07

This narrow pathway offers no pedestrian amenity or accessibility.



08

Room for a tree along the street will transform the pedestrian amenity.



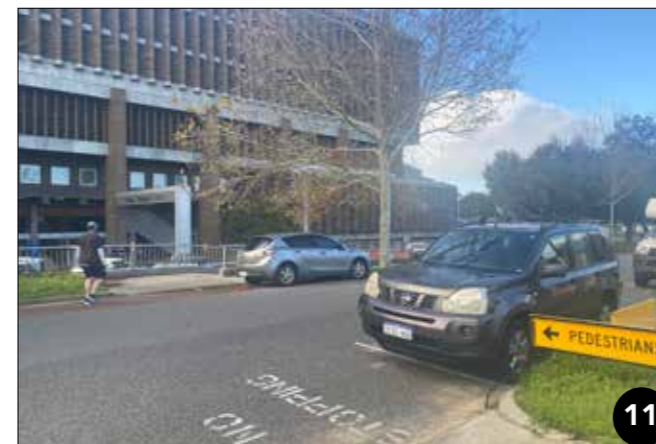
09

The entrance to Norwood Park is secluded and needs consideration.



10

The entrance to East Perth Terminal is not inviting or easy to navigate.



11

There is no clear pedestrian crossing into the East Perth Terminal from West Parade.



12

The verges offer places for veggie gardens which adds to the community vibe of the area.

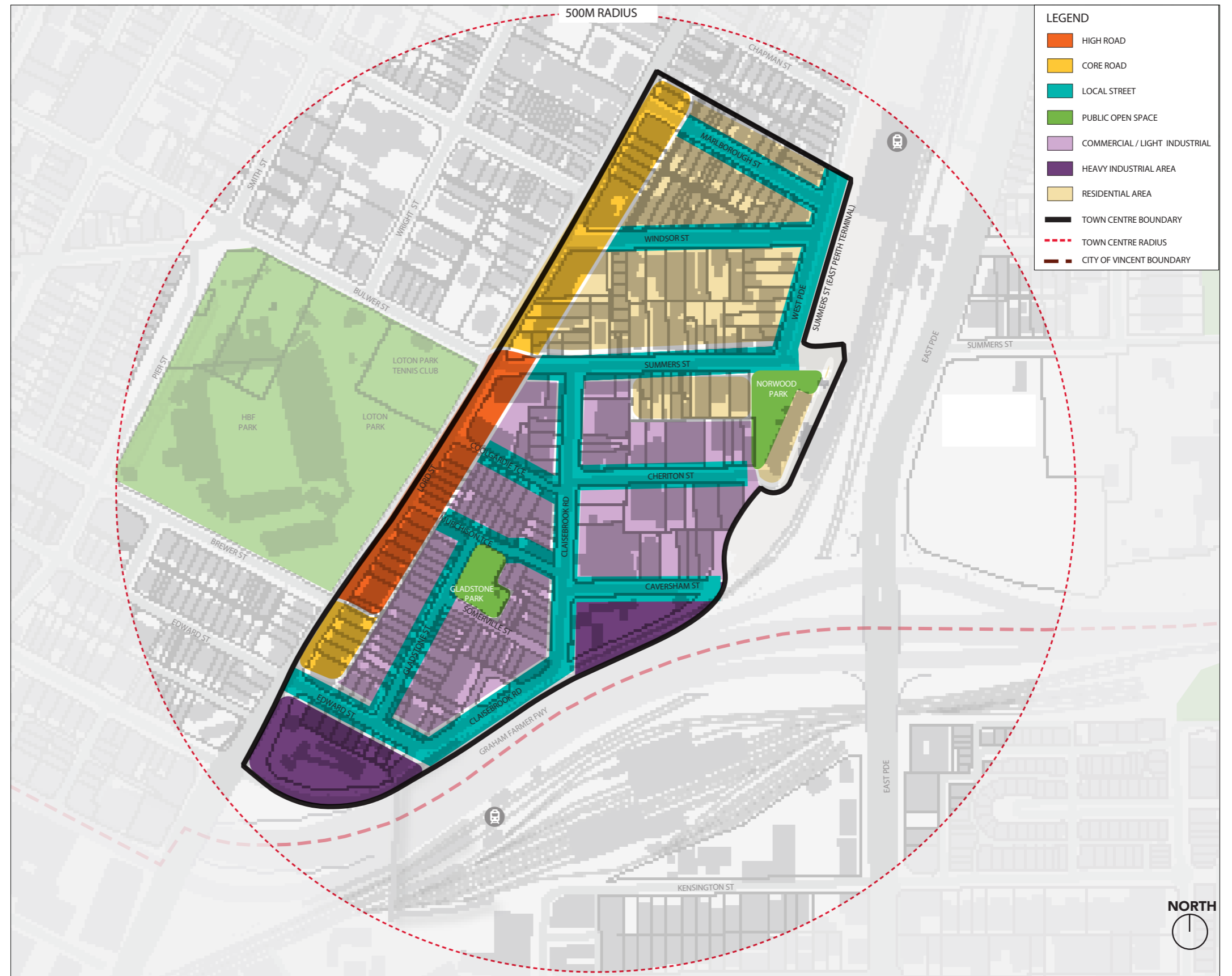
## LINK AND PLACE

The roads in Vincent are limited in width by existing infrastructure meaning we need to consider how the function of these roads can be better utilised to meet growing demand. We need a new approach to designing, planning and delivering a modern transport system that meets the increasing needs of people and businesses whilst creating and improving the great places that make up Vincent.

Streets perform multiple functions. Transport links not only move people from A to B, they also serve as key places and destinations. There is a natural tension between these two functions. As a movement corridor, every link aims to minimise travel time and keep people and goods moving. Alternatively, as a place it aims to increase visitor amenity.

In the Link and Place Framework, streets within the network are categorised according to their specific combined place and link function. The combination of place and link is shown in the matrices on the following pages. This framework recognises that a liveable and successful city needs a variety of street types that serve different roles and functions in different places.

The ACS outlines a Link and Place Framework that has been applied to Vincent to develop a road function map to guide the future transport network.



**Source information:**  
Accessible City Strategy 2020 – 2030

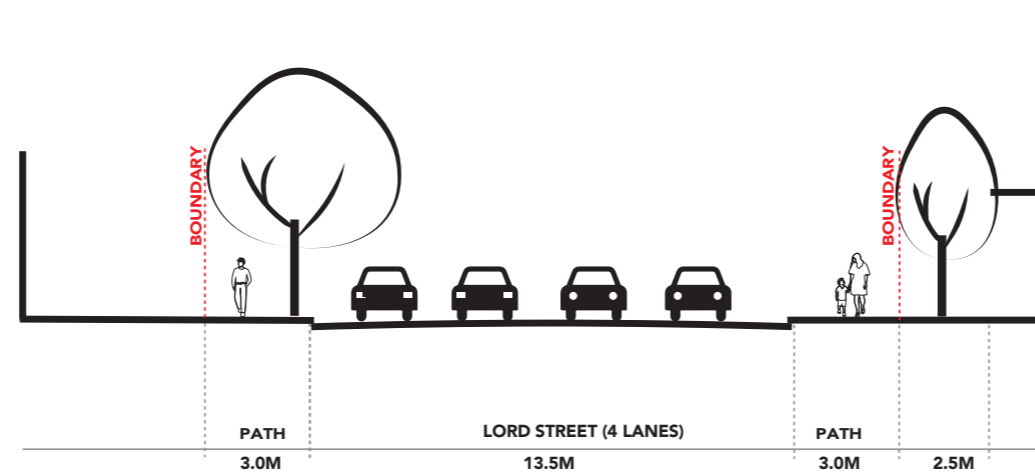
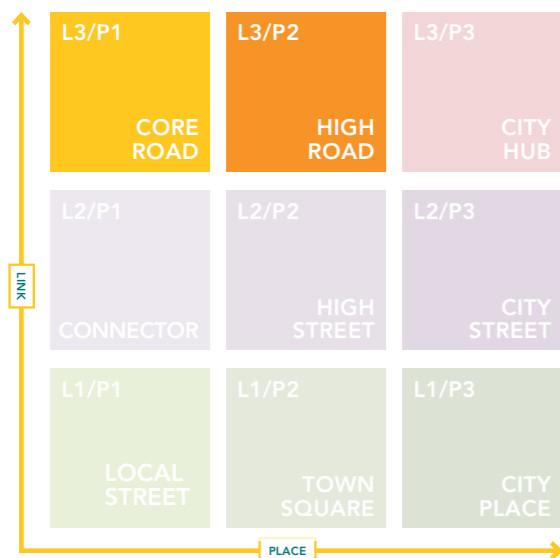
## LORD STREET (NORTH)

Lord Street has been designated as a High Road (L3/P2) and has a higher link (movement function) than it does place. It is intended that this street will facilitate low to medium-density mixed-use development, support a moderate level of social and economic activity and that the street and public realm would support street-edge activity. Currently, the ground floor seems inactive. The streetscape is uninviting due to the large expanse of paving, the trees are struggling, and there is no buffer from the heavy traffic.

Lord Street is a link providing a large volume of mixed traffic, bus routes and interchanges at peak times and significant through movement. It is anticipated that there will be peak hour congestion near denser urban areas. Provisions should be made for cycling and pedestrian infrastructure for increased amenity.



Lord Street looking towards Perth City.



Indicative existing streetscape



Looking north along Lord Street.

## LORD STREET (LOTON PARK)

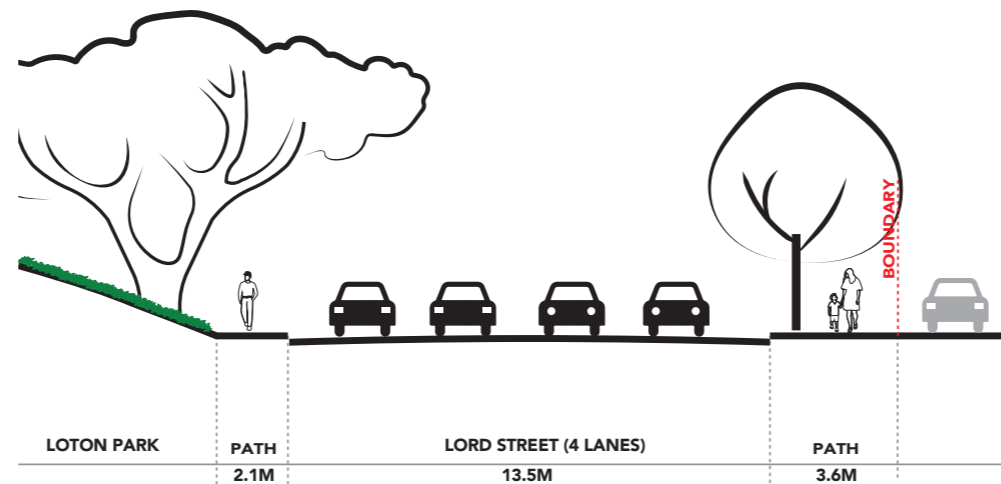
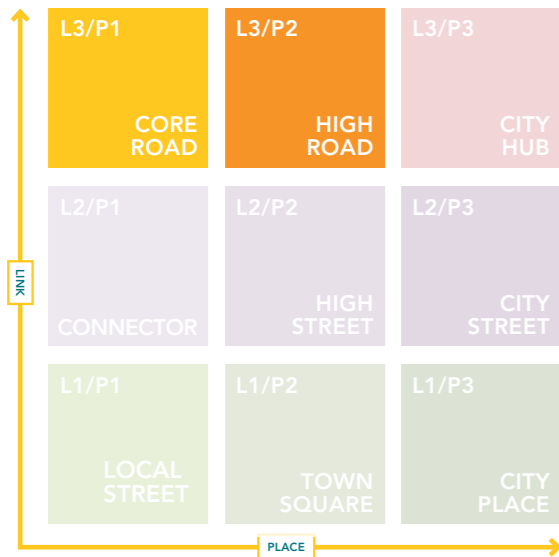
Lord Street along Loton Park (HBF Park and Stadium) has been designated as a Core Road (L3/P1) and High Road (L3/P2). Lord Street is a link providing a large volume of mixed traffic, bus routes and interchanges at peak times and significant through movement. During peak traffic, there will be congestion as the area is intended to accommodate medium to high-density residential and commercial developments.

The giant fig trees along Loton Park and the Queensland Box street trees create a sense of arrival to Claisebrook. Provisions should be made for cycling and pedestrian infrastructure.

In addition, clear pedestrian crossings to Loton Park should become a priority to encourage walking to and from the nearby train stations to Loton Park.



Lord Street fig trees and the Queensland Box trees create a striking green entrance to Claisebrook.



Indicative existing streetscape



The bus stop has little refuge from the Lord Street Traffic.

## EDWARD STREET

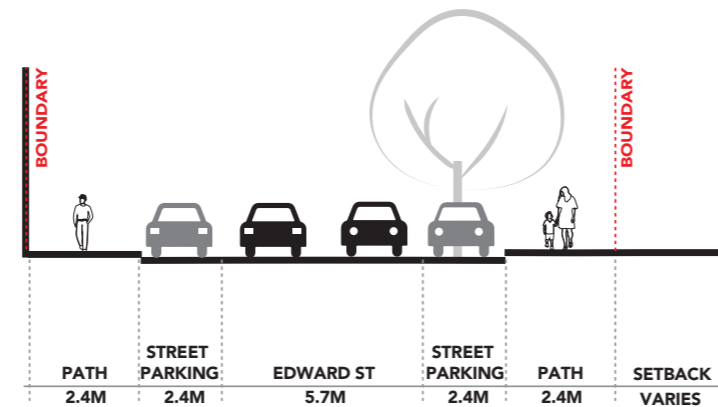
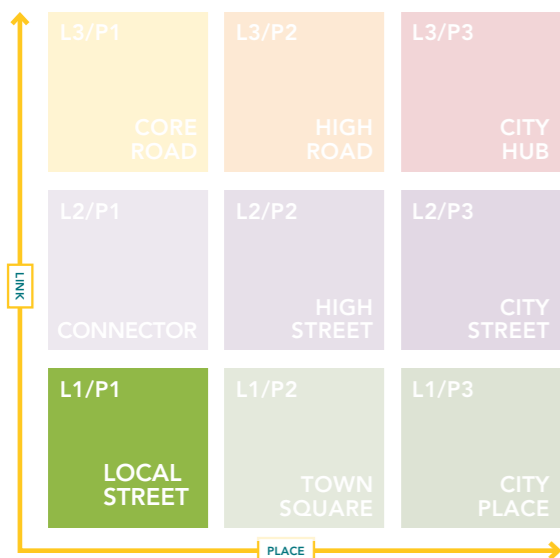
Edward Street has been designated a Local Street (L1/P1), meaning it should have an equal link (movement) and place function. Being one of the critical two-way entry streets into Claisebrook, traffic levels will change during the day.

As Edward Street adjoins the Claisebrook train station, the future predominant use along this street will be higher-density mixed-use developments with a low-speed vehicle environment to prioritise pedestrians and cyclists.

At present, this street is predominately commercial and industrial in use with heavy traffic from large trucks. More street trees should be planted in the future for an improved pedestrian environment.



Looking east down Edward Street with Claisebrook railway station in the distance.



Indicative existing streetscape



Looking west down Edward Street with the concrete batching site to the left.

## GLADSTONE STREET, SOMERVILLE STREET AND MURCHISON TERRACE

Gladstone Street, Somerville Street and Murchison Terrace are designated as Local Streets (L1/P1), meaning they should have an equal link (movement) and place function.

Together these streets form part of a series of one-way streetscapes between Claisebrook Road and Lord Street. The narrow nature of these streets and continuous built form add to the character of the place. Each street opens to Gladstone Park, a place for locals, workers and visitors to enjoy.

The tight streets create a low-speed environment, as drivers tend to move carefully through the area due to vehicle crossovers, and parking impacting sightlines. In addition, pedestrian amenity where street trees have been planted is not fully accessible for people in wheelchairs.

As this area transitions to medium-density mixed-use, the dominance of vehicles will need to be considered while balancing the unique fine grain of this urban street network.



Gladstone Street looking towards the Gladstone park.



Somerville Street looking towards Gladstone park.



Murchison Terrace looking towards Gladstone park.



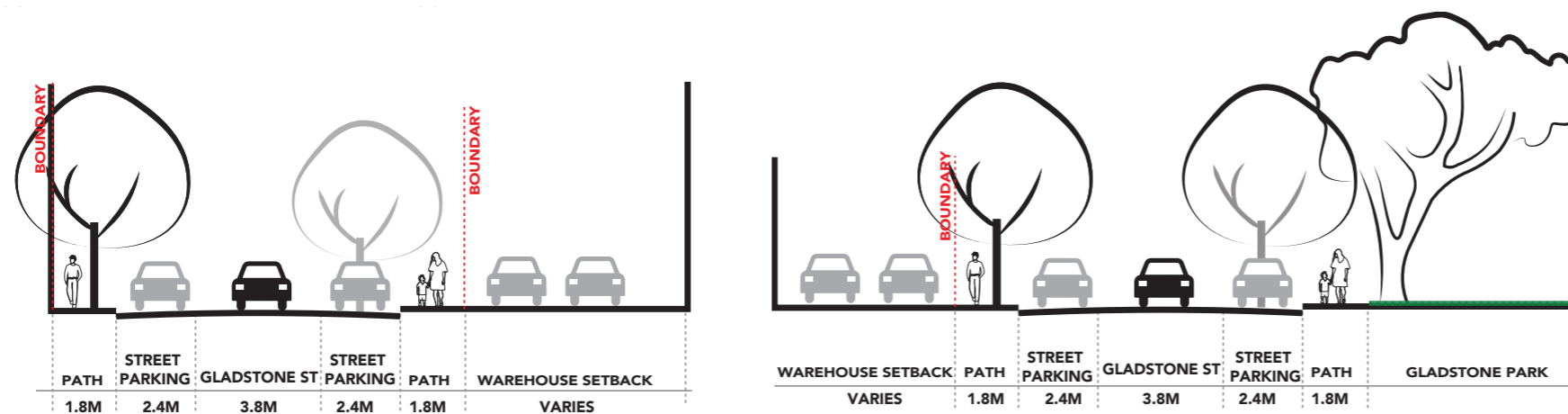
Gladstone Street looking towards Edward Street.



Somerville Street at the Claisebrook Road end.



Murchison Terrace looking towards the HBF Stadium.



Indicative existing streetscapes



The pathway is less than 800mm at certain areas along Gladstone Street which may become problematic when cars are parked out the front of their properties.

# COOLGARDIE TERRACE

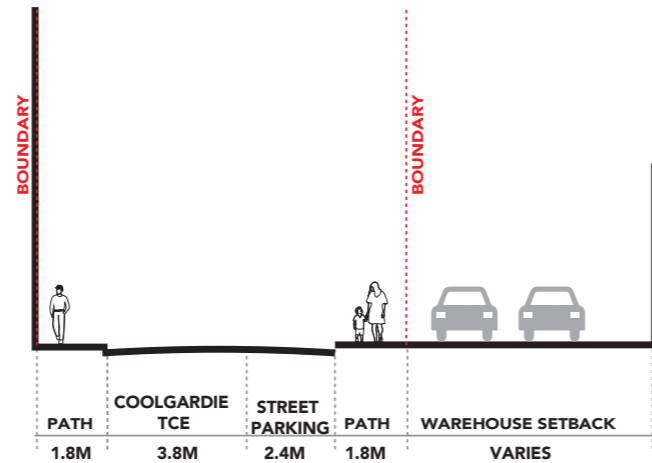
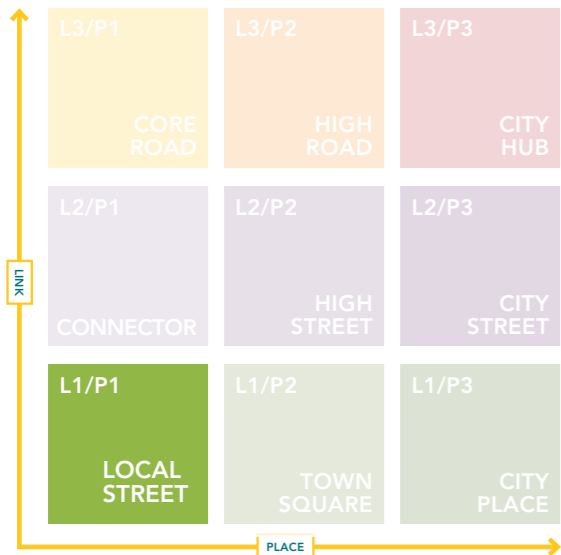
Coolgardie Terrace has been designated as a Local Street (L1/P1), meaning it should have an equal link (movement) and place function.

Like the Gladstone Park one-way streets, Coolgardie Terrace is narrow with an enclosed feel from the continuous built form. However, the road doesn't feel quaint but has a back-of-the-house vibe. This unwelcoming feeling is due to the built form lacking social surveillance; minimal trees; and mixed-use development on Lord Street of a different scale to the existing built form on the street.

As this area changes to higher to medium-density mixed-uses, the streetscape will need attention to create a more welcoming pedestrian-friendly environment. The ground floor of the developments will need to be active to provide vibrancy and a feeling of social safety. Traffic calming may need to be considered as the clear sight-line plus the one-way traffic may encourage speeding vehicles.



Concrete batching site to left as looking west down Caversham Street.



Indicative existing streetscape



The blank facade creates an uninviting pedestrian environment.

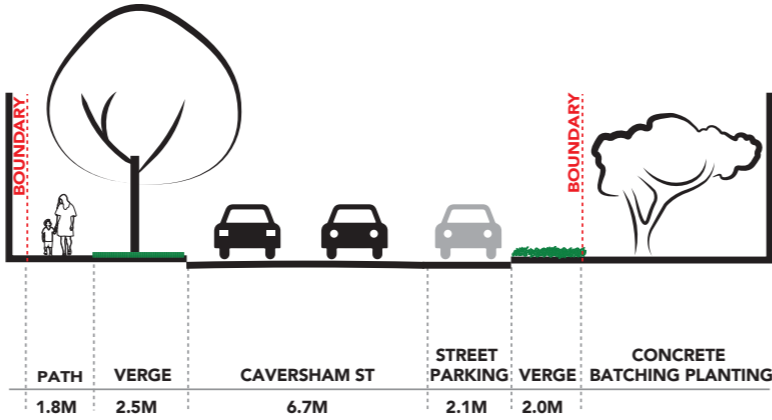
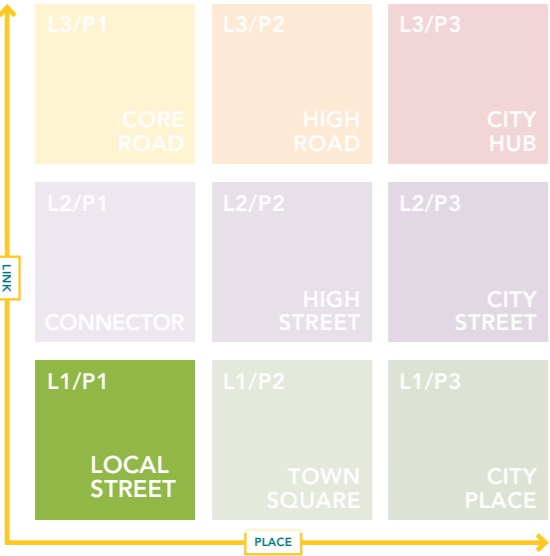
# CAVERSHAM STREET

Caversham Street has been designated as Local Street (L1/P1), meaning it should have an equal link (movement) and place function. Currently, the street is a no-through road with an industrial feel due to warehouses and the concrete batching plant.

While this street is a low-speed environment, large trucks use the road regularly throughout the day. There is street parking on both sides. The pedestrian path is only to the north, and the street trees are inconsistent.



Concrete batching site to left as looking west down Caversham Street.



Indicative existing streetscape



Pedestrian path needs rationalising.

## CHERITON STREET

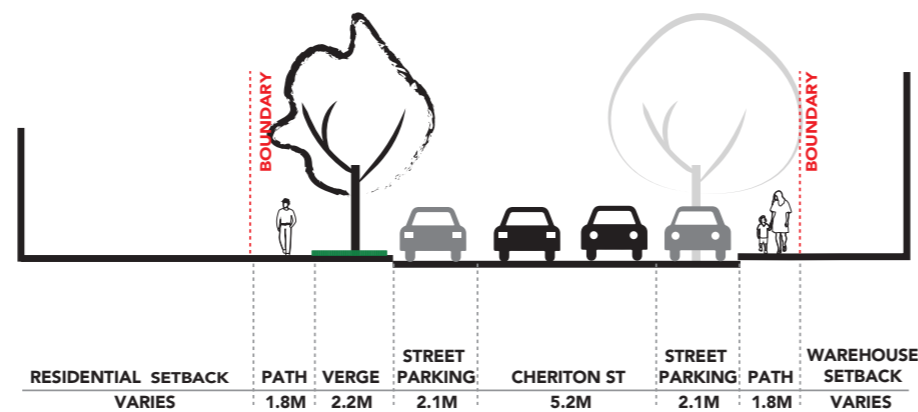
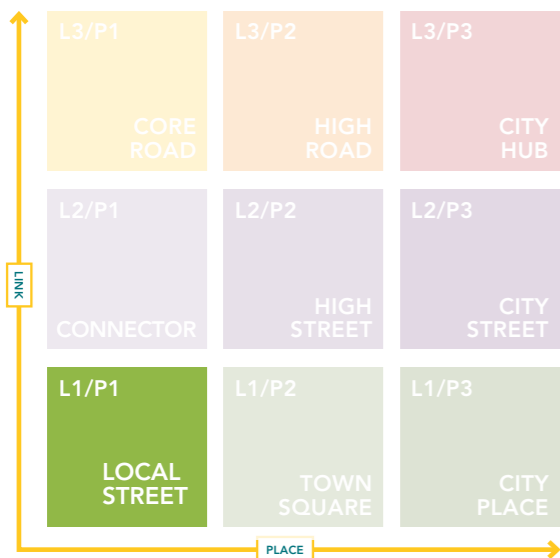
Cheriton Street has been designated as a Local Street (L1/P1), meaning it should have an equal link (movement) and place function. It is a low-speed environment as it is a short no-through road consisting of low-density housing, a large office building and industrial uses. Vehicles use the street parking when visiting the surrounding businesses or attending a fitness class.

At the end of the road is a somewhat hidden path to Norwood Park and a 4-storey residential development. There are pathways for pedestrians on both sides, but towards the end, the path disappears.

The street trees are mature Casuarina trees, which is unusual as it doesn't provide much shade or uniformity. Additional supplementary trees should be considered.



Looking west with the stadium in the distance.



Indicative existing streetscape



A mix of land-uses and the unusual Casuarina street trees.

## CLAISEBROOK ROAD

Claisebrook Road has been designated as a Local Street (L1/P1), meaning it should have an equal link (movement) and place function.

Claisebrook Road slopes 13 metres upwards to Summer Street. As a local street, it is intended to have a low-speed environment. There are currently paths, trees, and on-street parking on both sides of the road. Over time, medium to high-density mixed-use developments will occur along this street due to its proximity to public transport.

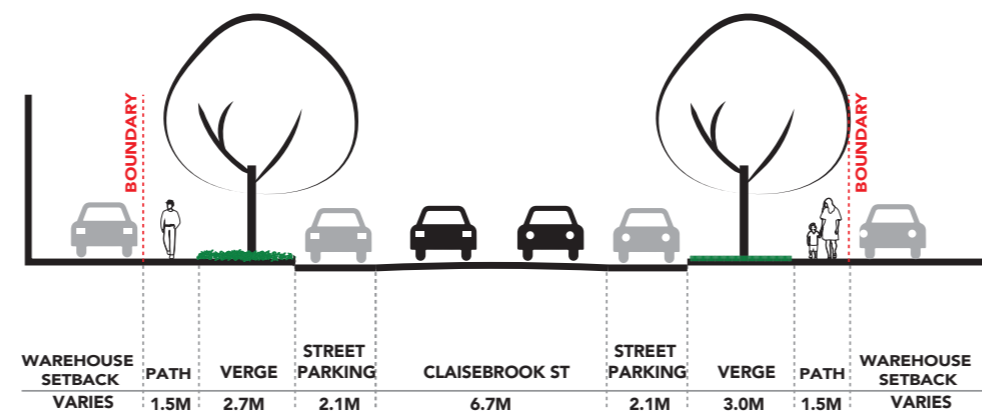
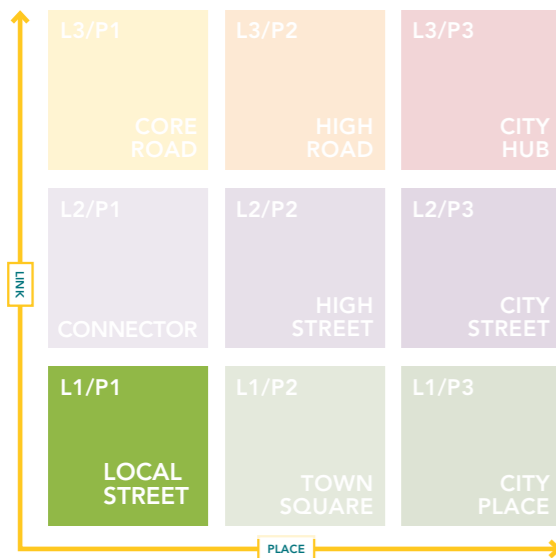
Vincent is currently undertaking a feasibility study to assess if physical protection and separation from vehicle traffic would be possible along Claisebrook Road and Summers Street. The objective is to create a safer link between Bulwer Street's protected cycle lanes and the PSP that heads for the Swan River.



Claisebrook Road has on street parking and a wide verge.



Looking down Claisebrook Road toward the Claisebrook Train Station.



Indicative existing streetscape



Image: Indicative re-imagining of Claisebrook Road designed for active transport and urban vibrancy



Image: Bulwer St cycle protective shoulder and landscaping

## BENCHMARKING

Claisebrook Road and Summers Street are an important link between the PSP and the Bulwer Street protected cycle lanes. There is sufficient width in the street reserve to provide protected cycle lanes on both sides of the street. This presumes removal of on-street car parking. The widths of each travel lane and the median can be adjusted depending on mode priority. To create a low-speed 30-40 km/h driving environment, it would be preferable to narrow the driving lanes to 3.0m and give that extra space to the median, becoming 1.0m wide and each cycle lane becoming 1.9m.

## SUMMERS STREET

Summers Street has been designated as a Local Street (L1/P1), meaning it should have an equal link (movement) and place function. As the street moves away from Lord Street towards the East Perth Terminal, it becomes more residential in appearance. The streetscape consists of lower-density residential houses, with well-established tree canopy on verges and comfortable paths.

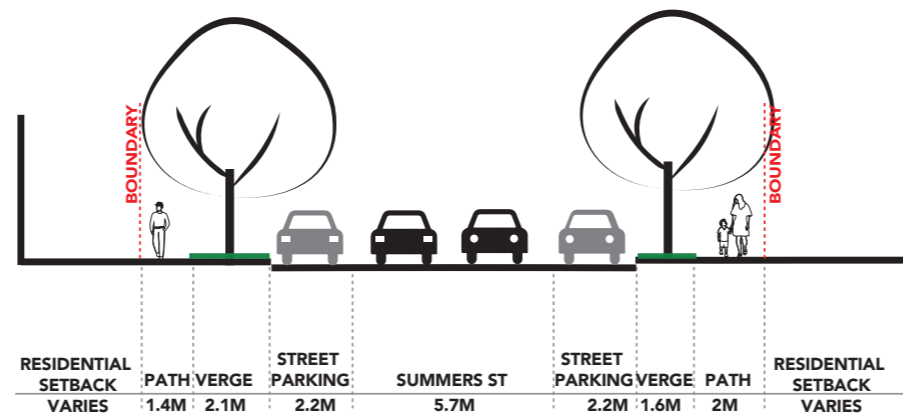
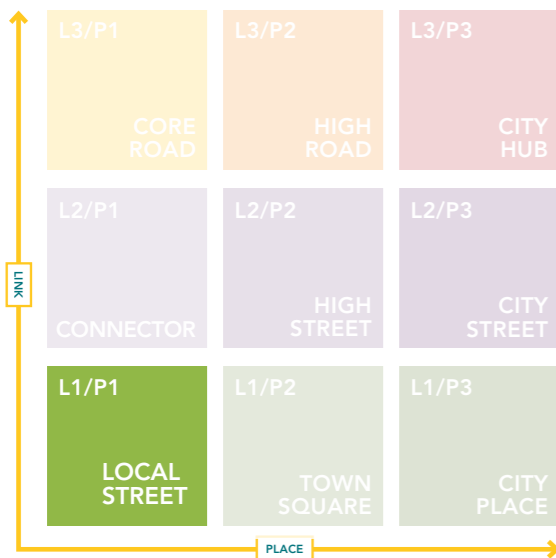
Summer Street actually continues into the East Perth Terminus carpark as a thoroughfare road for buses and cars. Even though it is a busy street it is a low-speed environment with on-street parking for locals, and currently, there is no traffic calming.

It is an important street for the bicycle network and public transport connecting to the East Perth Terminal. Other key attractions are the childcare facilities and Norwood Park at the end of Summers Street. In addition, a pedestrian bridge to the East Perth Power Station and future development is anticipated to land at the end of Summers Street, connecting Claisebrook to this future river precinct.

The traffic levels may change over the day due to the nearby East Perth Terminus. Once the METRONET Transport Control Centre is built, there may be more traffic along these local streets.



Summers Street is the only street with overhead power. Image is looking east down Summers Street towards East Perth Terminus.



Indicative existing streetscape



Summers Street ends with the Norwood Park which is where the pedestrian bridge to East Perth Power Station is anticipated to land.

## WEST PARADE & EAST PERTH TERMINAL

West Parade has been designated as a Local Street (L1/P1), meaning it should have an equal link (movement) and place function.

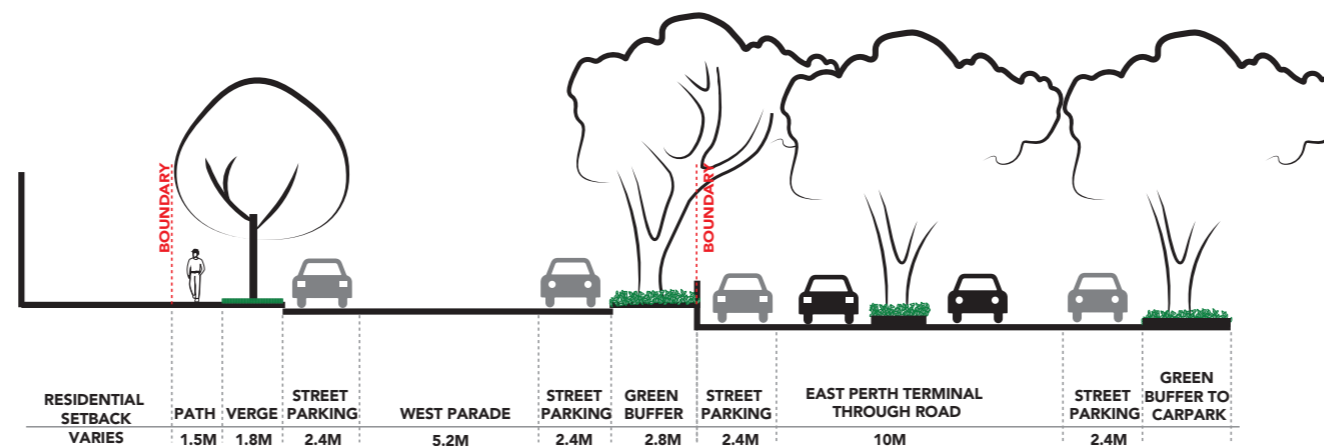
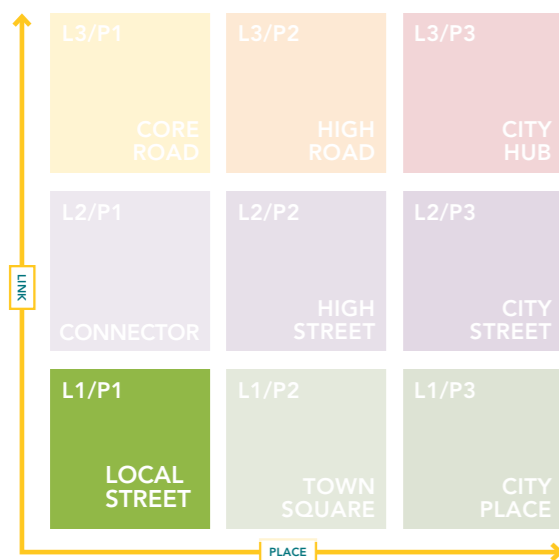
West Parade is mainly used for local traffic being a no-through road. The low-density residential area is separated from the East Perth Terminus with trees, landscaping and a retaining wall.

Pedestrian access to the East Perth Terminal is via this street, but there is limited wayfinding, no pedestrian crossings, and the ramp is not accessible for wheelchairs.

The East Perth Terminal carpark is used as a thoroughfare road for buses and cars from Summers Street. It is not well signposted.



West Parade and the level change to the East Perth Terminal



Indicative existing streetscape



West Parade connection to Summers Street is pedestrian only.

## WINDSOR & MARLBOROUGH STREETS

These streets have been designated as Local Streets (L1/P1) and have an equal function of link (movement) and place. These are older lower-density residential areas with a well-established tree canopy, comfortable paths and larger verges.

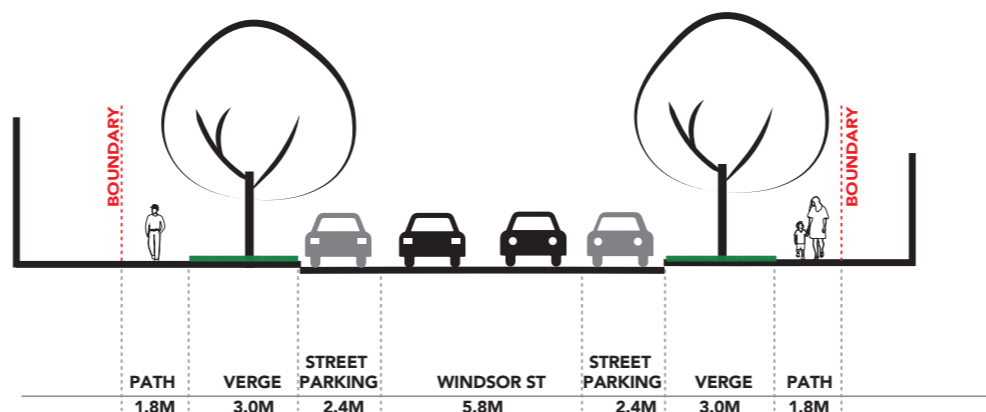
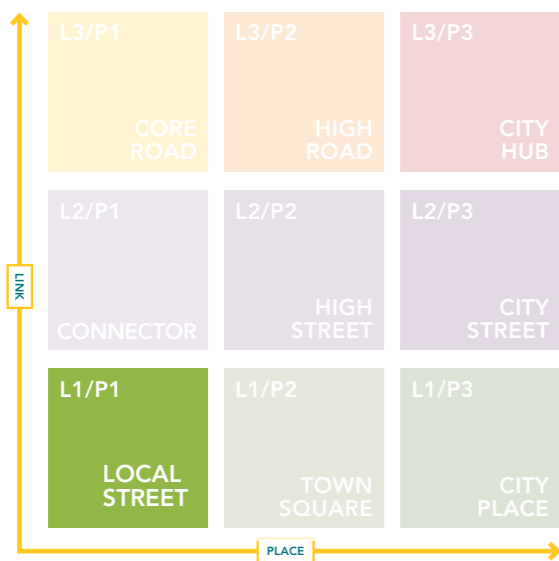
These streets are a low-speed environment with on-street parking for locals, and currently, there is no traffic calming. There is a pedestrian priority around key attractions such as St Francis Xavier School and the church along Windsor Street.

These streets appear to be used by locals and should provide quiet routes for cycling and walking. The levels of traffic may change over the day due to the nearby East Perth Terminal and these streets may experience some through vehicle traffic and commuters on bikes or foot.

Once the METRONET Transport Control Centre is built, there may be more traffic along these local streets.



Looking west down Windsor Street.



Indicative existing streetscape



St Francis Xavier School and Church along Windsor Street.

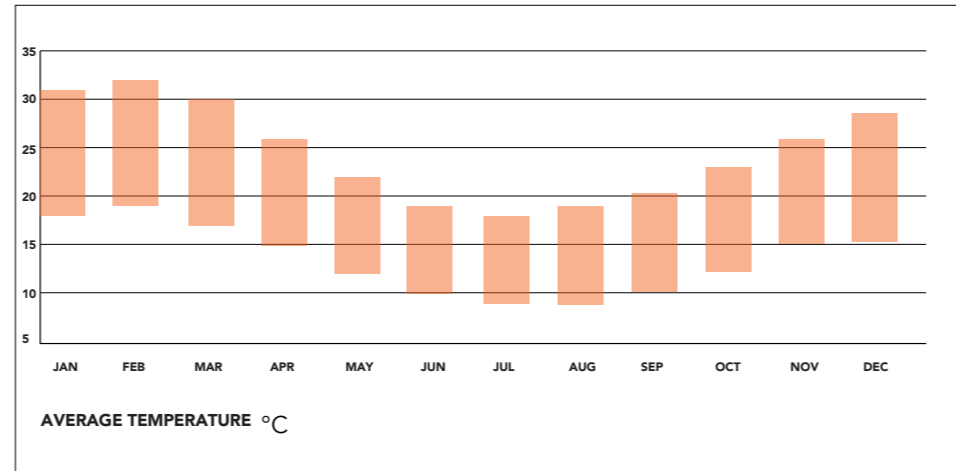
### 3.8 ENVIRONMENT CLIMATE

The climate data is from data collected on Perth, the capital city of Western Australia, which has a Mediterranean climate meaning hot, dry summers and cool, wet winters. As Vincent shares boundaries and is in close proximity to Perth City this information is transferable.

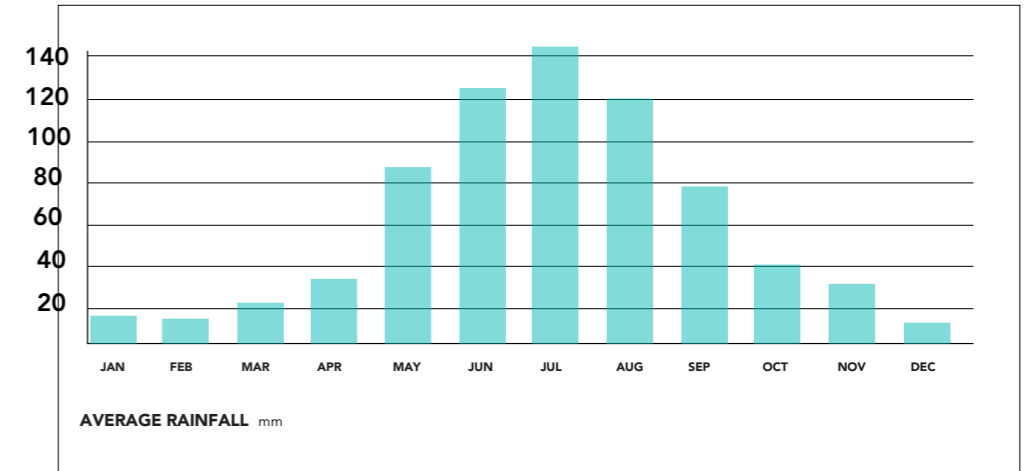
Climate statistics for Australian locations, states February is the hottest month of the year, with an average high of 31.6°C, and July is the coldest month of the year, with an average low of 7.9°C. 77% of rain in Perth falls between May and September. Perth has an average of 8.8 hours of sunshine per day, which equates to around 3,200 hours of annual sunshine, and 138.7 clear days annually, making it the sunniest capital city in Australia.

### CLIMATE CHANGE

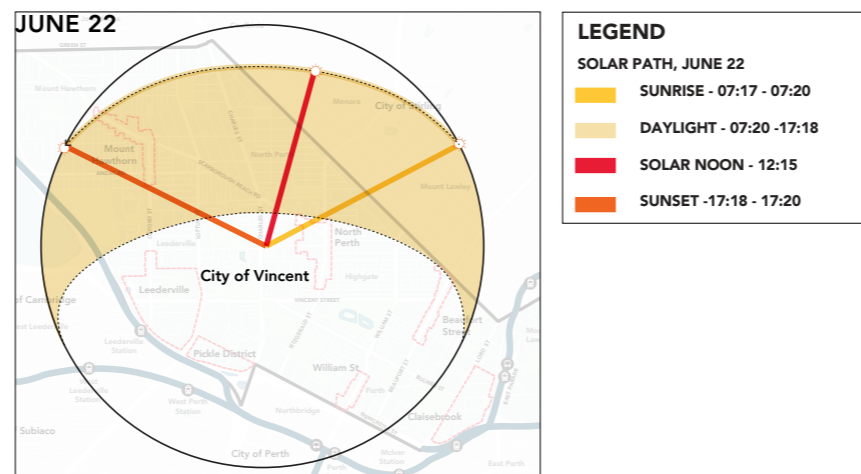
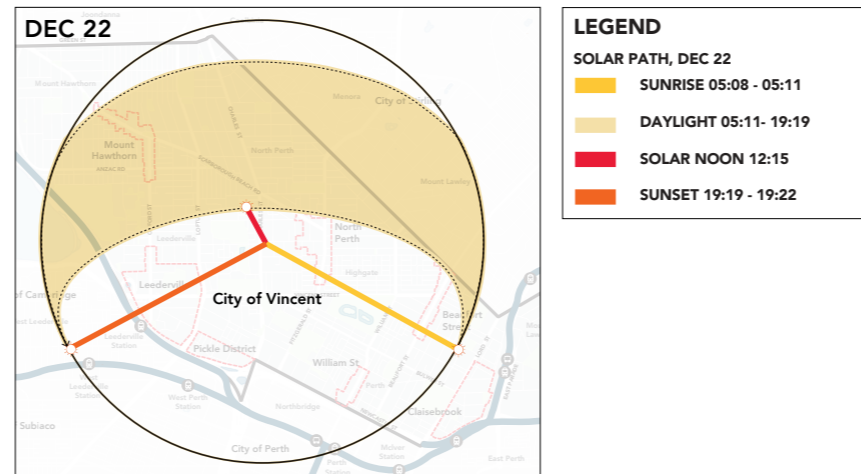
Climate projections for Western Australia predict that in 2090, rainfall is to fall between 29% and 8% and temperatures predicted to rise between 0.9°C and 4°C. Perth may see the number of days above 35 °C increase from 28 per year on average to 36 in 2030, and to between 40 and 63 in 2090. While frost days will decrease. Rainfall will increase in intensity while decreasing on average. Drought days in the south west as a whole may increase by as much as 80%.



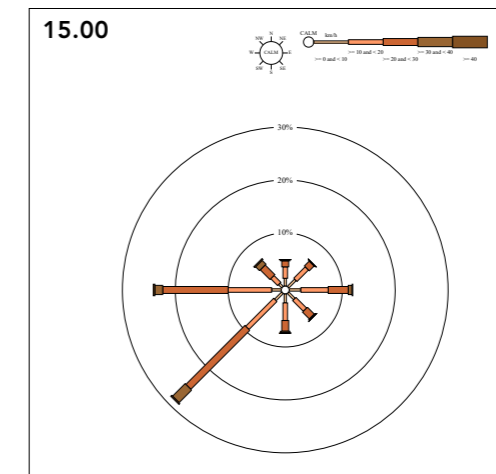
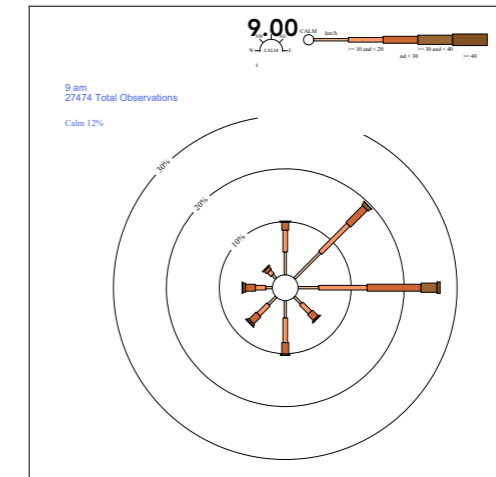
Source information:  
Bureau of Meteorology



Source information:  
Bureau of Meteorology



Source information:  
sun-direction.com/city



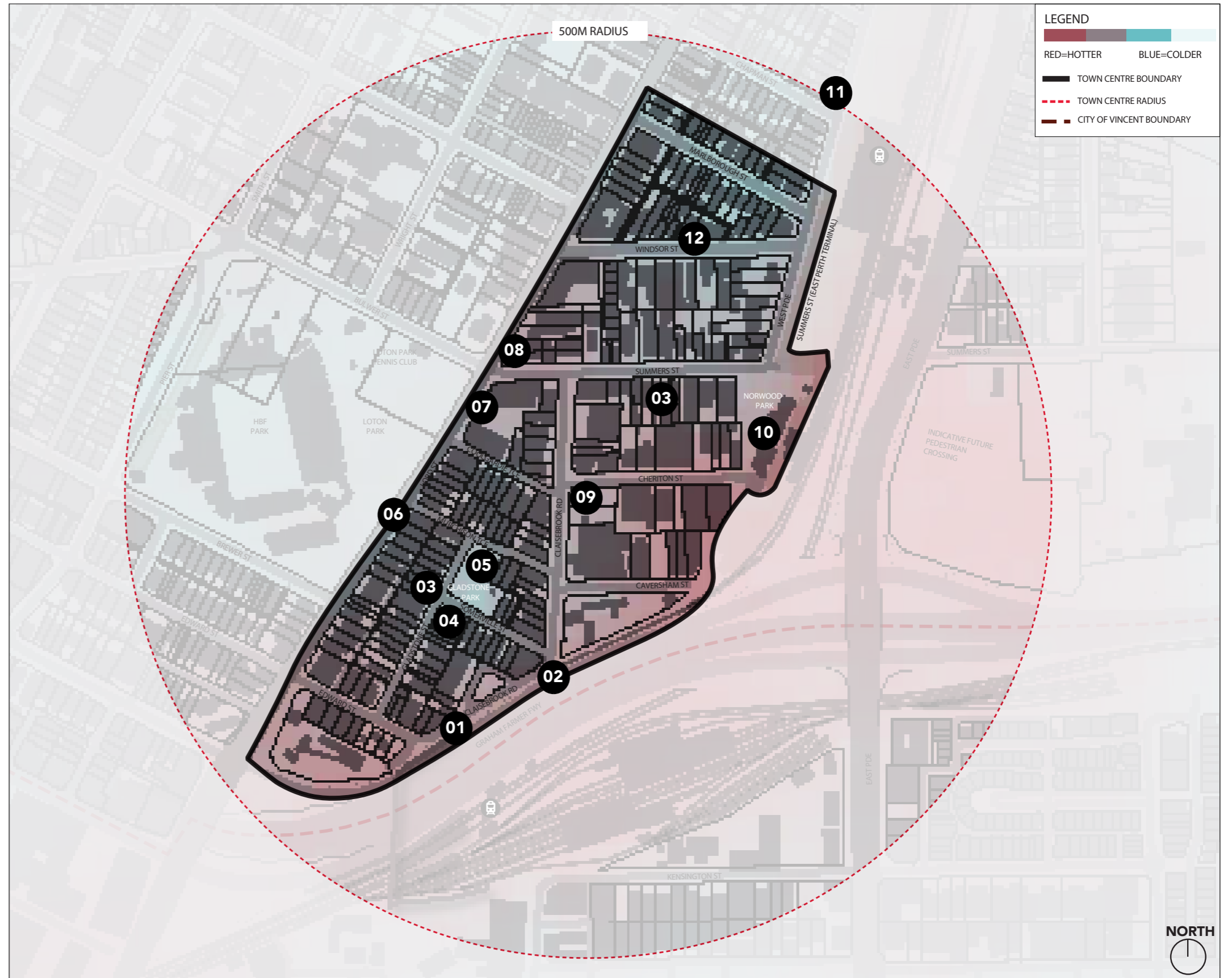
Source information:  
Bureau of Meteorology

## HEAT SURFACE

The areas adjacent to the Graham Farmer Freeway, East Parade and the East Perth Station are hotter than other areas of the precinct. This is caused by the large volumes of asphalt, bare railway land, built form and limited canopy coverage.

Areas that are cooler include Gladstone Park and the residential area at the northern end of the precinct. These are low-density areas that are planted with mature trees in both the public and private realms. Other areas experience moderate surface heat. These areas accommodate moderate density development with large building envelopes. This impacts their ability to provide canopy coverage on site.

Future development should incorporate additional landscaping to offset impacts from urban heat island effects.



**Source information:**  
 CSIRO, Estimation of Land Surface Temperature and Urban Heat Island Effect for Australian Urban Centres 2017

**NOTE:** PHOTOGRAPHS ARE THE SAME AS THE URBAN CANOPY

## URBAN CANOPY

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 Claisebrook in East Perth.

From the 1900's the wetlands were filled in to make way for development, industry and market gardens. By 1966, Vincent has lost almost 99% of its wetlands, and nearly all of its remnant native vegetation.

Vincent has since adopted and renewed its Greening Plan (2014 and 2018), and restored a number of sites including former wetlands and river foreshore to a state resembling pre-European settlement.

The objectives of the Greening Plan 2018-2023 are:

- Increase canopy cover on public land;
- Enhance habitat and promote biodiversity;
- Greening the town centres;
- Greening private land and new development; and
- Greening the community.

Within Claisebrook, the residential portion of the precinct is well planted, with Marlborough Street and Windsor Street exceeding over 40% coverage and Summers Street 20-30% coverage. Gladstone Park has 30% to 40% coverage however, other areas of Claisebrook have far less (0% to 15%).

The objectives of the Greening Plan should be considered in the planning framework being developed.



**Source information:**  
Department of Planning, Lands and Heritage, Urban Forest Mesh Blocks, 2018



01 The lack of trees along the PSP creates a hostile environment that discourages commuters to the train station.



02 There is space for trees along the freeway as part of the green enhancement plan.



03 The tree canopy provides moments to rest under the shade.



04 The lack of trees and landscape would increase the heat island effect.



05 Gladstone Park, with its mature trees, is a shady sanctuary. There is overcrowding of trees, with recent trees being planted under mature ones, which will pose problems.



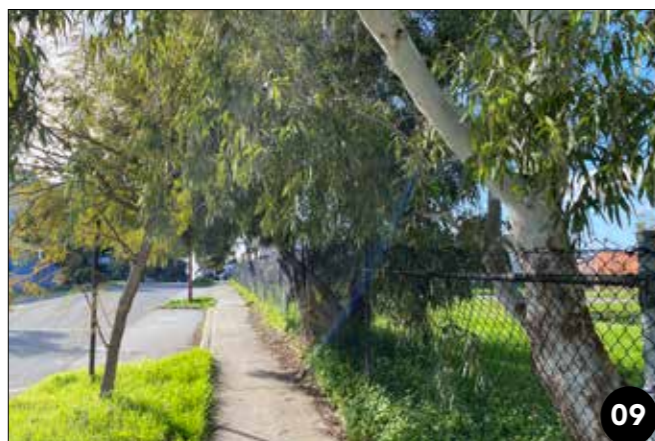
06 The Lord Street mature figs create a unique character to the area and should be enhanced and celebrated.



07 The planting along Lord street needs addressing as the tree species is struggling. Also, the expanse of paving is harsh and will be hot in summer.



08 The limited street trees along Lord Street create an undesirable walking environment.



09 Private trees provide shade the public realm and create a sense of place.



10 Mature trees in Norwood Park add to the biodiversity of the areas and provide shade amenity.



11 90-degree street parking reduces space for trees and shade canopy.



12 A typical example of the local streets north of Summer Street which have good urban canopy.

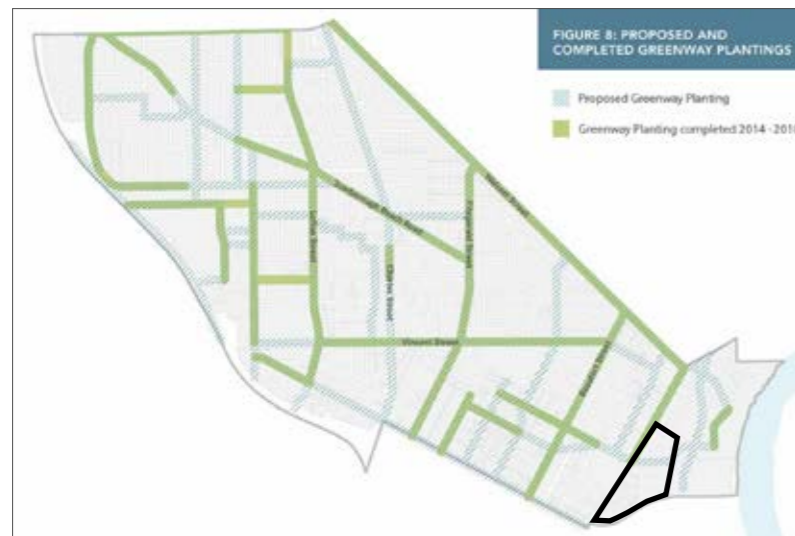
## EXISTING LANDSCAPE & VIEWS

This plan shows the extent of public open space within Claisebrook with local parks Gladstone Park (2853 square meters) and Norwood Park (3200 square meters) which both provide passive recreation, picnic amenity, a modest playground and significant trees. The regional park, HBF and Loton Park, provides an additional 76,744 square metres of passive and active recreational opportunities, on-leash dog amenities and tennis courts. The closest designated dog area is 800 meters and there are limited youth activities in the area.

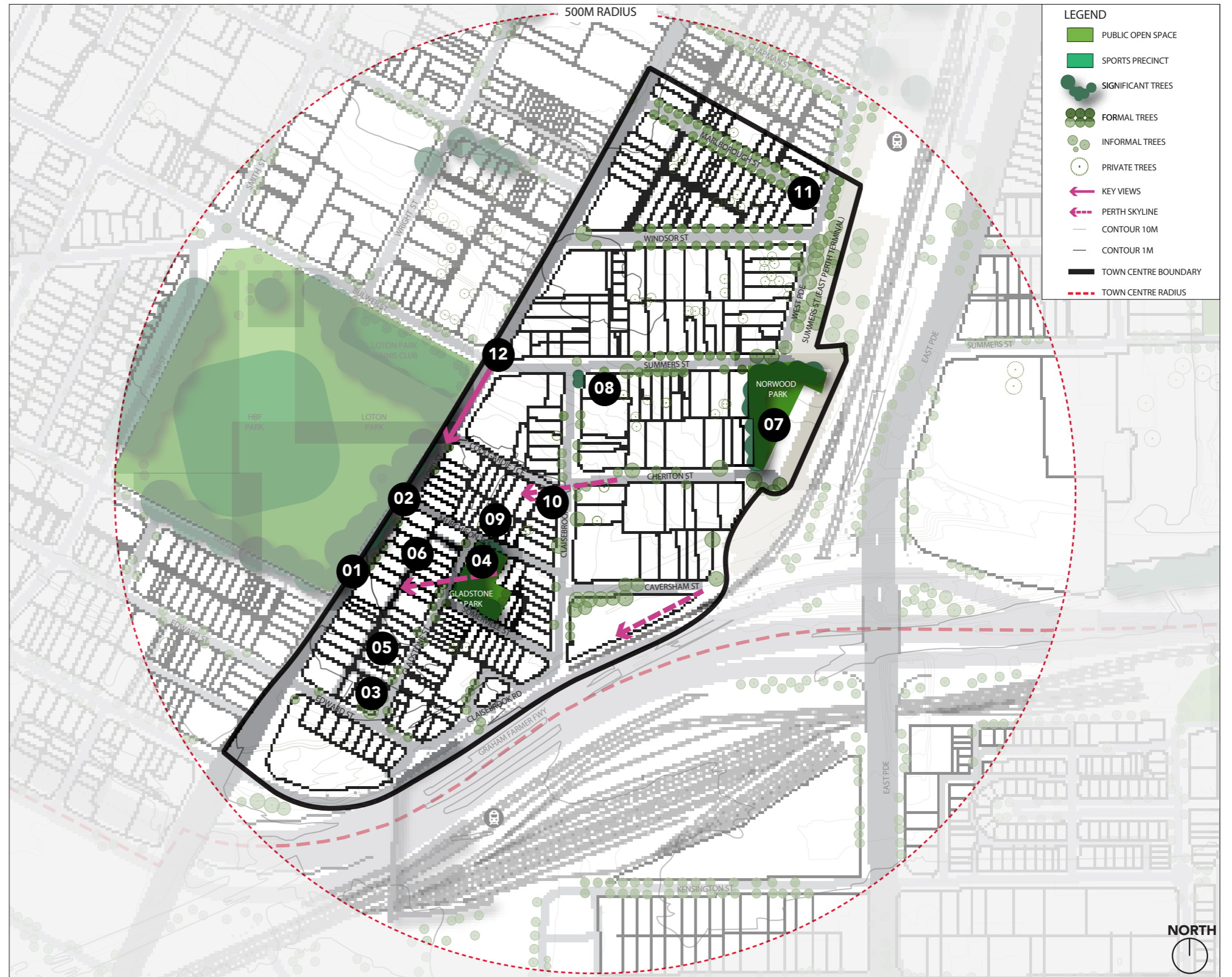
The area between Lord Street and Claisebrook Road are a series of tight streets with a continuous built edge and inward focus. In Gladstone Park, you can see the Perth skyline, which offers a sense of orientation. Along Claisebrook Road, the land rises 13 meters with a line of sight to the Perth CBD from Lord Street, at the intersection with Summers Street.

South of Summers Street, there is a low to medium amount of trees along the streets and private lots. In the residential part of Summers Street and northwards there are more street trees. Over time, backyards have been developed, reducing tree numbers in private lots.

The image below shows the areas which will be the focus of the future greening; presently, this does not include areas south of Summers Street.



Source information:  
Greenway Planting 2014-2018





01

Claisebrook feels enclosed however along Lord Street there are a few glimpses of the nearby city skyline.



02

Lord Street's fig trees are landmarks and signal the entrance to Claisebrook as a passive wayfinding marker.



03

Market gardens once surrounded the area, and today there are still urban micro-farms in the area and verge veggie gardens.



04

Gladstone Park, with its mature trees and central location, acts like a village green for the community. Glimpses of the Perth City skyline provide orientation.



05

Mature trees are dotted throughout private lots and soften the industrial landscape.



06

The public urban art adds to the character and charm of the area.



07

Norwood Park feels like a place to escape the city and immerse yourself in nature.



08

These mature trees at the corner of Summers Street and Claisebrook Road add a sense of place, wayfinding and green amenity to the public realm.



09

The creeping vines add a sense of green to the public realm.



10

The public realm along Claisebrook Road needs to consider reducing pavement and introducing trees to create a more welcoming place.



11

The local streets, with their trees, create an excellent pedestrian environment. Native verge planting could be encouraged to enhance biodiversity.



12

The palms along Lord Street are natural wayfinding landmarks in the area.

# 04 STRENGTHS, WEAKNESS, OPPORTUNITIES AND THREATS

## 4.1 ENHANCED ENVIRONMENT

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.

### STRENGTHS

- Marlborough Street and Windsor Street have over 40% canopy coverage due to consistent planting and mature trees;
- Besides Summers Street, there is no above ground power within the precinct that would otherwise affect canopy coverage;
- Gladstone Park and Norwood Park have many mature trees;
- Claisebrook is within 200m of the regional park, Loton Park, with passive and active recreation opportunities and tennis courts; and
- Claisebrook is within 800m of the Swan River foreshore, an essential place for wellness and biodiversity.

### WEAKNESSES

- Some areas have nil or low levels of canopy coverage and do not contribute to the City's urban canopy;
- The precinct is not within a walkable catchment of a district-level park;
- There is limited access to dog exercise areas within the locality (>800m);
- There is limited youth infrastructure in parks (>800m);
- There is an over-planting of trees within the existing parks;
- The large hardstand areas and bulky built form affect the ability to provide deep soil zones and landscaping; and
- Asset renewal within the precinct is being undertaken without a holistic overarching plan.

### OPPORTUNITIES

- To re-purpose the on-street parking for street trees, blue/green infrastructure;
- To increase canopy coverage throughout the precinct within the public realm by planting more trees along streets;
- To include provisions within the planning framework to provide canopy coverage on private property;
- Investigate cul-de-sacs, local roads and verges that could be converted into micro-parks to compensate for the lack of access to direct-level parks, and to accommodate dog exercise areas and youth infrastructure; and
- To reduce surface heat by integrating biophilic green walls and roof gardens to increase connections to nature.

### THREATS

- Lack of support from State Government and landowners to include provision for additional canopy coverage on private land;
- Youth infrastructure (basketball courts, tennis walls and skate parks) can be perceived as a nuisance);
- Trees in the area have not been included on the Significant Tree Inventory;
- Some footpaths may be too narrow to accommodate tree planting; and
- Climate change.

## 4.2 ACCESSIBLE CITY

We want to be a leader in making it safe, easy, environmentally friendly and enjoyable to get around Vincent.

### STRENGTHS

- Claisebrook is within close proximity to Perth CBD and other places of interest;
- All areas of the precinct are within 400m – 800m of three different train stations (Claisebrook, Mclver and East Perth);
- The train stations provide access to Perth City, the Midland line, regional and interstate locations;
- There is a pedestrian footbridge over the Graham Farmer Freeway, connecting the precinct to East Perth;
- The Midland Line PSP of the Long-Term Cycle Network runs along the Graham Farmer Freeway and East Parade;
- The Accessible City Strategy includes actions that seek to improve the way people move around Vincent. This will help to improve accessibility around Vincent generally;
- There are multiple bus stops along Lord Street which provide access to Elizabeth Quay Bus Station, Morley Bus Station, Maylands, Bassendean, and Bayswater; and
- Action 1.2.6 of the Accessible City Strategy by collaborating with the Department of Transport and Public Transport Authority to develop a high quality and safe active transport environment between Claisebrook Station and Perth Oval.

### OPPORTUNITIES

- Improve connection to the East Perth Redevelopment Area via the proposed pedestrian footpath.
- To improve connections to the many places of interest within 1km of the precinct;
- There are three routes that have been adopted by the Long-Term Cycle Plan. Implementing these would improve the precinct connection to other areas of the Perth Metropolitan Region;
- The Department of Transport has awarded the City \$12,500 to use for a feasibility and concept design for a cycle route along Summers Street and Claisebrook Road (Routes 3280 and 3259);
- Widen footpaths where possible to ensure they meet minimum width requirements or relocate sign poles so they do not obstruct the walkway;
- The amalgamation of lots where possible, and reduce the number and width of crossovers;
- Review on-street parking capacity and occupancy and implement strategies to manage high demand periods;
- Improve the pedestrian experience along Lord Street;
- Review the Place-Link analysis and upgrade the streetscapes based on the needs of the users; and
- Due to the presence of industrial uses, the road surfaces are poor quality to the south of the precinct and should be replaced when the uses cease.

### WEAKNESSES

- There are no dedicated cycle routes within the precinct;
- Footpaths are obstructed by street signs and verge trees, making them inaccessible to some users;
- There are lots of crossovers, coupled with parking within the front setback area and on the verge; This reduces pedestrian safety and opportunity for planting on-site and within the verge;
- There are no east – west bus routes to connect Claisebrook with the rest of Vincent;
- The precinct is car oriented;
- Lord Street provides two pedestrian crossings at opposite ends of the precinct. There is a large gap between these crossings and anything in between would be unsafe for pedestrians; and
- There is limited wayfinding signage.

### THREATS

- Lack of funding to improve transport network within the precinct;
- Dominance of motor vehicles for access if pedestrian and cycle access is not improved; and
- The Graham Farmer Freeway and East Parade provides a perceived barrier for increased pedestrian movement and access from the south and east.

## 4.3 CONNECTED COMMUNITY

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.

### STRENGTHS

- There are many existing not-for-profit organisations within the precinct. These organisations connect people within the wider community and provide support to them;
- Claisebrook is conveniently located and has access to many places of interest; and
- The Local Planning Strategy already identifies Claisebrook as a planned growth area.

### WEAKNESSES

- The former Team Town ceased operating;
- The City attempted to develop a precinct plan in 2012 however this never eventuated. There may be loss of trust from the community; and
- Distance from community facilities, local shops or meeting places like the library or public local halls.

### OPPORTUNITIES

- To re-establish the Team Town;
- To collaborate with existing organisations and implement their ideas on how the community could be improved;
- Acknowledge and celebrate the history of the Whadjuk Noongar people and develop partnerships with local Whadjuk Noongar organisations and community members;
- Support and streamline community-led opportunities in public spaces such as 'street parties' community gardens and verge parks; and
- Integrate accessibility, diversity and inclusion into our operations and service delivery to meet the

### THREATS

- The community may want the precinct to remain as existing; and
- Large land holdings remaining as industrial uses rather than transitioning to high density mixed-use.

## 4.4 THRIVING PLACES

Our vibrant places and spaces are integral to our identity, economy and appeal. We want to create, enhance and promote great

### STRENGTHS

- There is a day-time vibrancy;
- Gladstone Park acts as a village green and centre point of the precinct;
- A variety of land uses and a diverse local economy;
- Increased height allowed throughout the precinct in comparison to other precincts;
- Local Planning Scheme density provides for a growing community;
- Local Planning Scheme permits a variety of land uses; and
- Proximity to other town centres and destinations.

### WEAKNESSES

- Limited night-time activity causing security and safety concerns;
- The concrete batching plants operate within the precinct, and it is perceived they inhibit development;
- There is only one public artwork within the precinct, in Gladstone Park; and
- A lack of community events within the precinct.

### OPPORTUNITIES

- Establish a mix of land uses, including those which will support a night-time economy;
- Include developer incentives within the policy to help improve the public realm (infrastructure, lighting, art, etc.);
- Further develop the area around Gladstone Park or establish Claisebrook Road as a main street;
- Review the Link and Place framework and implement changes based on the needs of the user; and
- The site is within proximity to three train stations and HBF Park. Claisebrook could become a hub for visitors.

### THREATS

- There is a high volume of commercial and light industrial land uses within the precinct. Establishing a mix of land uses may take time; and
- The concrete batching plant sites may be granted an additional extension of time, which will affect development of the area.

## 4.5 SENSITIVE DESIGN

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.

### STRENGTHS

- The existing low density residential buildings present unique streetscapes;
- The existing building stock allows flexibility in potential design outcomes;
- There are large sites under single ownership allowing comprehensive design to fit within its context; and
- The current Policy No. 7.1.1 Built Form prescribes up to 12-storey buildings providing an existing expectation of density in the precinct.

### WEAKNESSES

- Upgrades to Gladstone Park Playground may not meet the community expectations or reflect the look and feel of the area;
- The name of the area is ambiguous as it is referred to as Claisebrook, North Claisebrook, Perth or East Perth;
- The precinct contains many commercial and warehouse buildings with limited to nil street surveillance;
- Sites along Gladstone Street provide their parking within the front setback area. The parking appears informal and does not provide any landscaping; and
- There are an excessive number of crossovers along most streets, which reduces visibility and pedestrian safety.

### OPPORTUNITIES

- Opportunity to clarify the place name with the community;
- Investigate the significance of the heritage buildings, including those on the Perth Draft Inventory, in collaboration with the local community;
- Improve active frontages for all new development;
- Review the current heights prescribed within Policy No. 7.1.1 Built Form and investigate whether they still align with the community and stakeholder expectations and desires for the area; and
- Require new development to consolidate the number of crossovers.

### THREATS

- The RPH Emergency Flight Path is proposed to impose height limits over the southern portion of Claisebrook, being limited to 70 ADH – 95 ADH (17 – 23 storeys). This may deter developers;
- Excessive building heights could impact Gladstone Parks access to natural sunlight; and
- The whole precinct is affected by SPP 5.4 Road and Rail Noise. The Planning Framework should include a notice to ensure the relevant noise assessment is undertaken.

## 4.6 INNOVATIVE & ACCOUNTABLE

The City of Vincent has 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.

### STRENGTHS

- The community has opportunity to influence the vision and way forward for the precinct.

### WEAKNESSES

- Due to the presence of large scale industrial uses there is limited investment in the area.

### OPPORTUNITIES

- The community in conjunction with the local government can put in place a framework to impact the determination of development applications by decision makers;
- To uphold the provisions established in the local planning scheme; and
- Development incentives for community benefit such as affordable housing.

### THREATS

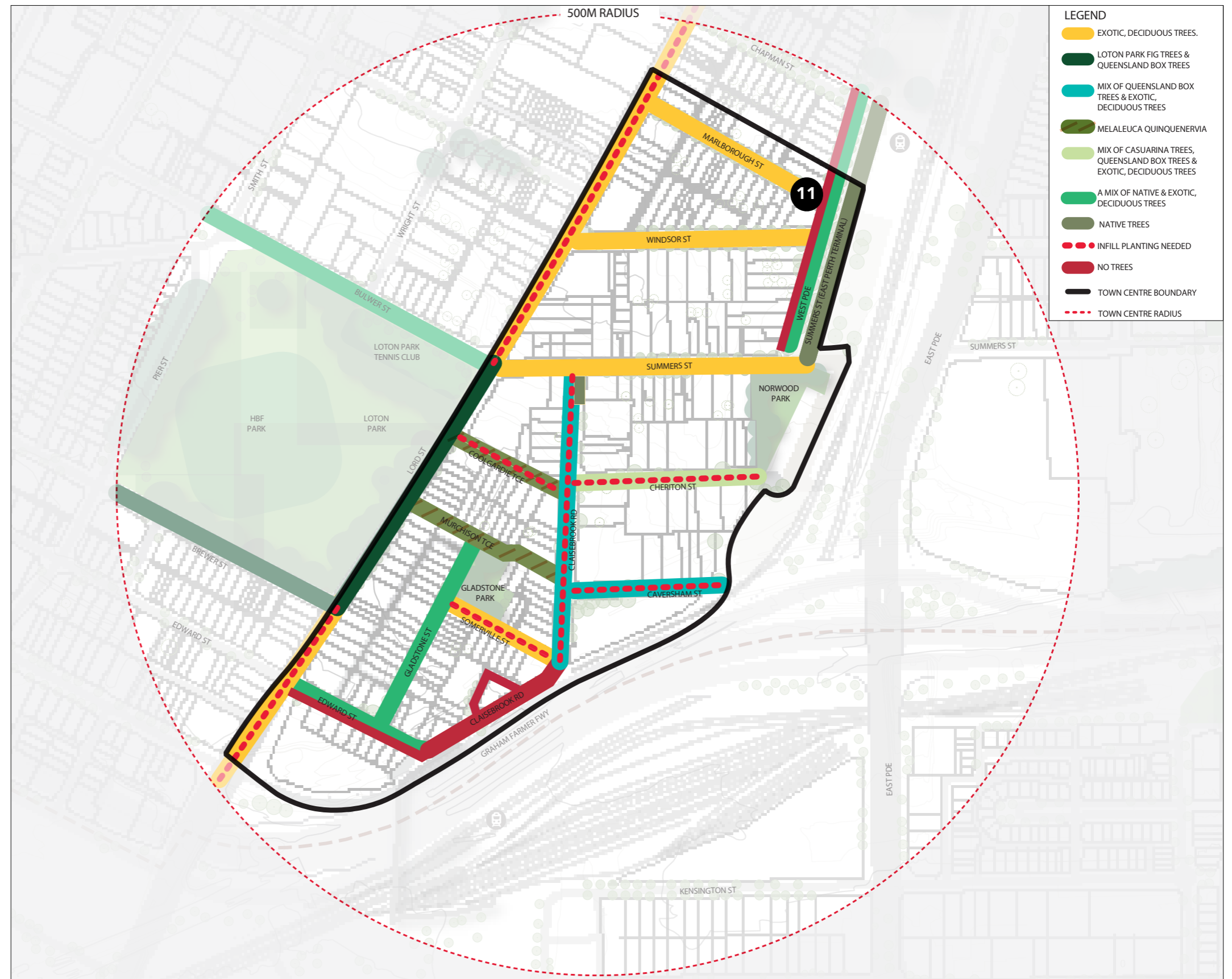
- The State Government may override the Local Planning Scheme Provision.

# APPENDIX

## STREET TREES

Claisebrook has a mix of different species of trees which creates a resilient urban forest. It is beneficial to have diversity in the species, as it safeguards the future against widespread loss due to pests, diseases, and climate change. In addition however, a street tree masterplan with consistent themes may result in:

- aesthetically pleasing streets;
- biodiversity and habitat for wildlife;
- reinforced character of the area and sense of place;
- wayfinding opportunities; and
- management efficiencies.



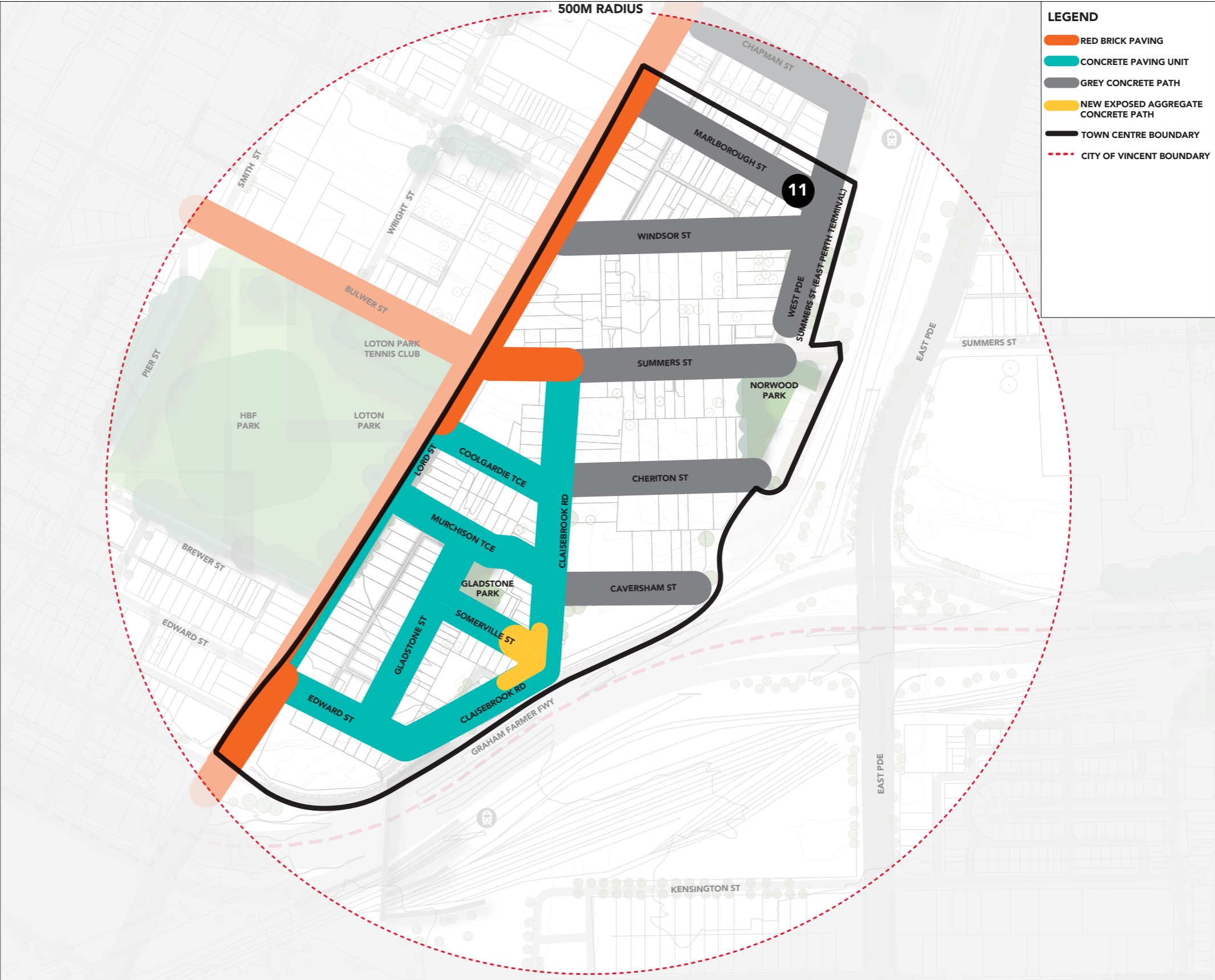
# PUBLIC REALM MATERIALS

The paving materials at Claisebrook create a sense of place, for example:

- The tighter urban streets around Gladstone Park have a more refined grain feel;
  - The roads with more traffic are red brick pathways; and
  - The local paths are standard grey concrete.
- The local paths are standard grey concrete.

Recently, exposed aggregate paths at the corner of Claisebrook Road and Somerville Street have been introduced around recent development. In addition, the concrete mix is different colours on either side of the road.

Street furniture in Claisebrook is located only in Gladstone Park and Norwood Park and they have a parkland look and feel. An overarching public realm masterplan should be considered to enhance and celebrate the character of Claisebrook.



# STREETSCAPE MATERIAL AUDIT



## LORD STREET

<b>Pave</b>	Brick paving
<b>Street tree</b>	Exotic, deciduous trees
<b>Street furniture</b>	Light poles

<b>Pave</b>	Predominately grey concrete hardstand
<b>Street tree</b>	Exotic, deciduous trees
<b>Street furniture</b>	Light poles

- Takeaway**
- There is no street furniture (besides lighting);
  - Predominantly a paved environment, and
  - No refuge from the traffic.

- Takeaway**
- There is no street furniture (besides lighting);
  - No street furniture (besides lighting); and
  - No refuge from the traffic.



## LORD ST & LOTON PARK

<b>Pave</b>	Concrete paving unit
<b>Street tree</b>	Loton Park Fig Trees & Queensland Box Trees
<b>Street furniture</b>	Light poles

- Takeaway**
- The established street trees create a sense of place;
  - The bus shelter is the only street furniture (besides lighting); and
  - No refuge from the traffic.



## EDWARD STREET

<b>Pave</b>	Concrete paving unit and grey concrete hardstand
<b>Street tree</b>	Queensland Box Trees
<b>Street furniture</b>	Light poles

- Takeaway**
- The street lacks street trees, especially along the southern side;
  - There is no street furniture (besides lighting);
  - There is limited wayfinding signage denoting the Claisebrook Train Station; and
  - Many vehicle crossovers.



## CAVERSHAM STREET

<b>Pave</b>	Concrete paving unit and grey concrete hardstand
<b>Street tree</b>	Queensland Box Trees
<b>Street furniture</b>	Light poles

- Takeaway**
- There is no overarching street tree species; and
  - There is only a path on the northern side.



## CHERITON STREET

<b>Pave</b>	Concrete paving unit and grey concrete hardstand
<b>Street tree</b>	Mix of Casuarina trees, Queensland Box Trees and Exotic, deciduous trees.
<b>Street furniture</b>	Light poles

- Takeaway**
- There is no overarching street tree species; and
  - There is no wayfinding signage denoting Norwood Park of the East Perth Terminal.



## MURCHISON TCE

<b>Pave</b>	Concrete paving unit and grey concrete hardstand
<b>Street tree</b>	Melaleuca quinquenervia
<b>Street furniture</b>	Light poles

- Takeaway**
- There is no street furniture (besides lighting);
  - Narrow path widths; and
  - Many vehicle crossovers.



## GLADSTONE STREET

<b>Pave</b>	Concrete paving unit and grey concrete hardstand
<b>Street tree</b>	Queensland Box Trees
<b>Street furniture</b>	Light poles

- Takeaway**
- There is no street furniture (besides lighting);
  - Narrow path widths; and
  - Many vehicle crossovers.



### SOMERVILLE STREET

<b>Pave</b>	Concrete paving unit and exposed concrete aggregate
<b>Street tree</b>	Exotic, deciduous trees
<b>Street furniture</b>	Light poles

- Takeaway**
- Lack of street trees; and
  - There needs to be an overarching material schedule, as the new exposed concrete aggregate is not a consistent colour.



### COOLGARDIE TCE

<b>Pave</b>	Concrete paving unit and grey concrete hardstand
<b>Street tree</b>	Melaleuca quinquenervia
<b>Street furniture</b>	Light poles

- Takeaway**
- There are missing street trees; and
  - The paving needs upgrading.



### CLAISEBROOK ROAD

<b>Pave</b>	Predominately grey concrete hardstand
<b>Street tree</b>	<ul style="list-style-type: none"> <li>• Two significant native trees at corner of Claisebrook and Summers Street.</li> <li>• Mix of Queensland Box Trees and exotic, deciduous trees</li> </ul>
<b>Street furniture</b>	Light poles

- Takeaway**
- This street could benefit from a street tree masterplan as there are various species;
  - A mix of new and established street trees;
  - No street furniture besides lighting; and
  - There are many vehicle crossovers along the street, which reduces pedestrian priority.



### WEST PARADE

<b>Pave</b>	Concrete grey hardstand
<b>Street tree</b>	A mix of native and exotic, deciduous trees on the western side only.
<b>Street furniture</b>	Light poles

- Takeaway**
- There is a lack of street trees; and
  - There is no wayfinding signage or a pedestrian crossing into the East Perth Terminal.



### SUMMERS STREET

<b>Pave</b>	Grey concrete hardstand
<b>Street tree</b>	Exotic, deciduous trees
<b>Street furniture</b>	Light poles

- Takeaway**
- Established street trees create an excellent pedestrian experience;
  - There is no wayfinding signage denoting Norwood Park of the East Perth Terminal;
  - No street furniture besides lighting; and
  - Many vehicle crossovers.



### EAST PERTH TERMINAL

<b>Pave</b>	None
<b>Street tree</b>	Mix of native trees.
<b>Street furniture</b>	Light poles

- Takeaway**
- The street has a carpark feel and is confusing for pedestrians, cyclists and drivers. Better wayfinding signage and rationalising of the pedestrian amenity would assist.



### WINDSOR STREET

<b>Pave</b>	Grey concrete hardstand
<b>Street tree</b>	Exotic, deciduous trees
<b>Street furniture</b>	Light poles

- Takeaway**
- Excellent established streetscape with good path amenity and street trees.



### MARLBOROUGH STREET

<b>Pave</b>	Grey concrete hardstand
<b>Street tree</b>	Exotic, deciduous trees
<b>Street furniture</b>	Light poles

- Takeaway**
- Well established streetscape with good path amenity and street trees.

# GLADSTONE PARK



There is only one bike rack along Summers Street.



The Norwood Park's wall and landscaping creates a protected edge to Summers Street



The limestone walled entry to Norwood Park creates a sense of arrival. The wall is approximately 700mm high, which is not comfortable for seating. The orange staining indicates the bore water has a high iron level.



Older playground with shade sail.



Shelter and picnic setting.



BBQ, shelter and picnic setting.



Seating along the bitumen pathway.



Drinking fountain.



The bin along pathway is not accessible for people with a wheelchair.



Outdoor amphitheatre.



Residential garden creates a defined edge to the park.



Retractable bollards.

NORWOOD PARK



Gladstone Park signage.



Public artwork acts as art, wayfinding, seating and a play item.



The existing playground is earmarked for an upgrade



The blank facade along the park edge provides limited social surveillance.



Shelter and picnic seating.



The gravel pathway into the park limits accessibility for the elderly.



BBQ and shelter.



The blank facade along the park edge provides limited social surveillance.



Large mature trees are impacted by the planting of trees under their canopy.



Lighting and CCVT camera.



The bin's placement is not accessible for people with a wheelchair.



Concrete paving add to the urban look and feel of the parks and surrounding streetscapes.

# ROYAL PERTH HOSPITAL FLIGHT PATH, SCHEME AMENDMENT

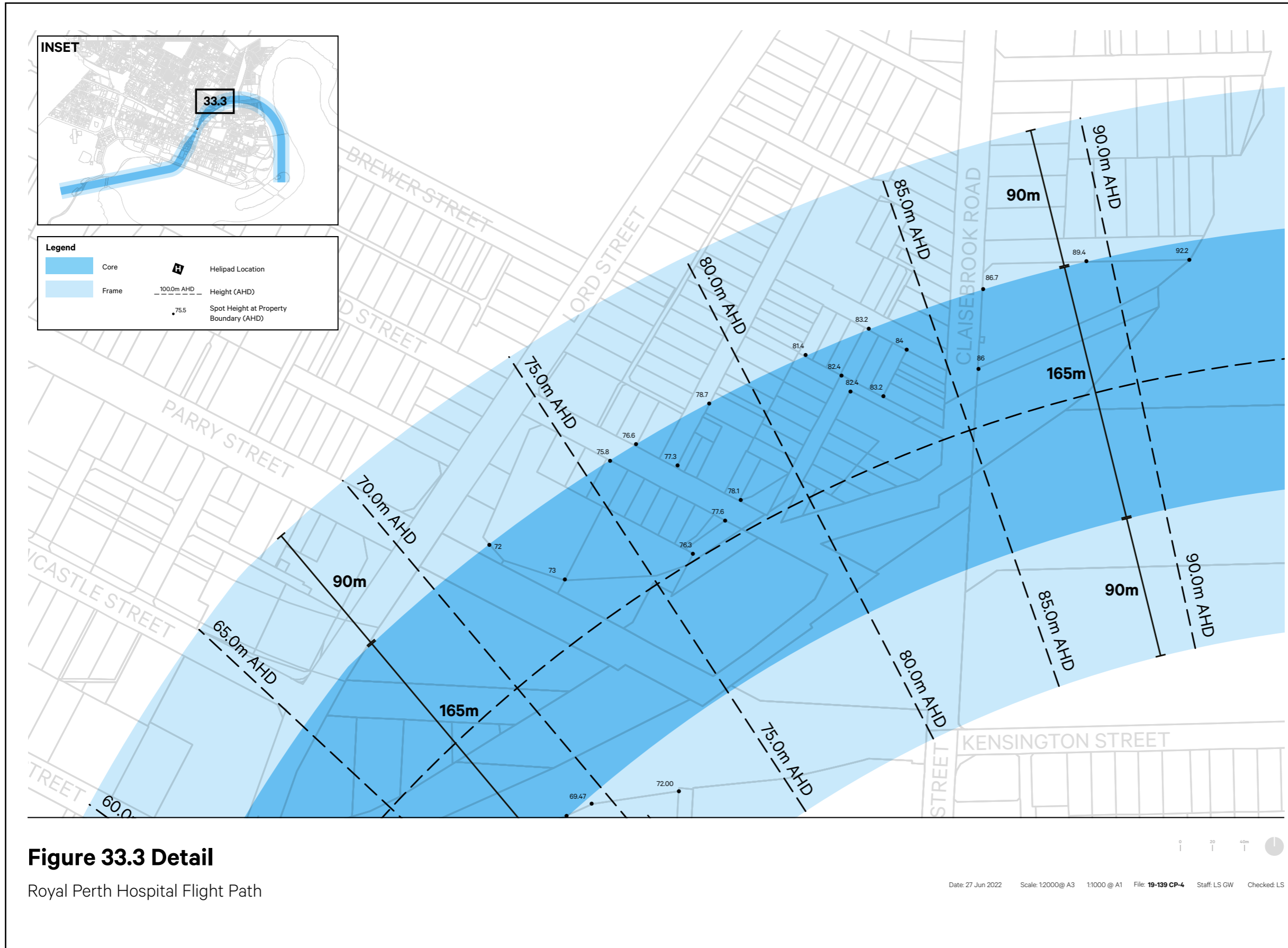




Figure 20. Height Impact Study - Northern