

CITY OF VINCENT

NORTH CLAISEBROOK PLANNING FRAMEWORK

AUGUST 2023

ACKNOWLEDGEMENT OF COUNTRY

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

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

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

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HOW TO READ THIS DOCUMENT

The North Claisebrook Planning Framework (NCPF) is structured around five key focus areas:

01. POLICY

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

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

02. CONTEXT

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

0.3 WHERE DO WE WANT TO BE

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

04. THE PRIVATE REALM

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

05. THE PUBLIC REALM

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

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

VISION

High level goal for the area.

OBJECTIVES

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

THE PRIVATE REALM - BUILT FORM

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

THE PUBLIC REALM - PLACE PLAN

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

01 POLICY

1.1 PRELIMINARY

1.1.1 INTRODUCTION

The City of Vincent's Strategic Community Plan (SCP) vision is, *"In 2032, the City of Vincent is a leafy and vibrant 24 hour city, which is synonymous with quality design and sustainability. Its diverse population is supported in their innovative endeavours by a council that says YES!"*

This is supported by the six strategic pillars of:

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

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

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

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

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

The Strategy intends to inform the preparation of local planning policies that will be adopted pursuant to the Scheme, in particular the Precinct Policies for each of the place based areas of Vincent. This planning framework is a tool to achieve the visions of the SCP, the Strategy and the Scheme.

1.1.2 POLICY DEVELOPMENT

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

1.1.3 RELEVANT DELEGATIONS

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

1.1.4 PURPOSE

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



1.1.7 RELATIONSHIP TO OTHER PLANNING INSTRUMENTS

R-Codes VOLUME 1

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

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

R-Codes VOLUME 2

Where there is an inconsistency between this Policy and the R-Codes Volume 2, this policy prevails to the extent of any inconsistency.
The Acceptable Outcomes in this Policy augment or replace the Acceptable Outcomes in the R-Codes Volume 2

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

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

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

OTHER LOCAL PLANNING POLICIES

Where there is conflict between this policy and any other local planning policy of the City, this policy prevails to the extent of any inconsistency.

1.2 POLICY PROVISIONS

1.2.1 DEFINITIONS

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

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

02 CONTEXT

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

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

2.1 BACKGROUND

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

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

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

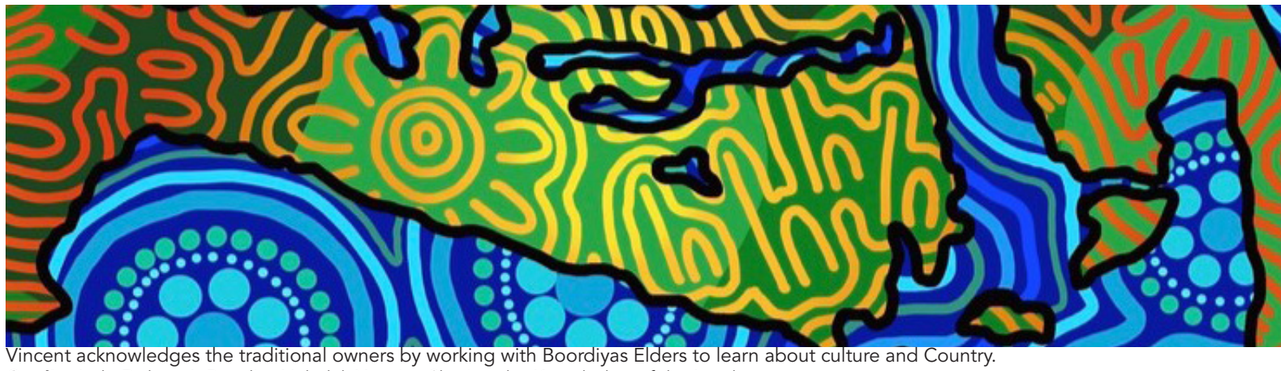
North Claisebrook developed in a similar manner to that of Claisebrook and wider East Perth, host to a number of industries and workers cottages servicing the nearby rail yards, East Perth Power Station and wider Perth.

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

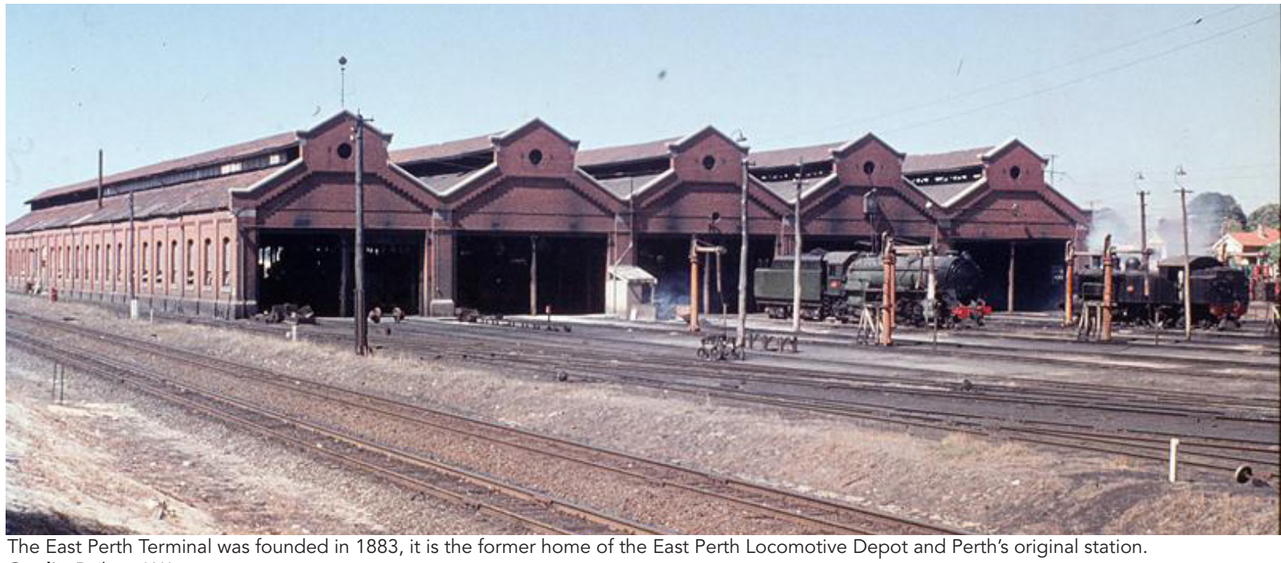
The precinct was formerly within the City of Perth local government boundary, and from 1992 was subject to the East Perth Redevelopment Authority Scheme. The precinct was normalised back to the City of Perth in 2002. Local government boundary changes in 2007 led to the precinct being transferred to the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

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

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



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



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



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

2.1.1 PRECINCT BOUNDARY

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

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

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

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

LEGEND

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

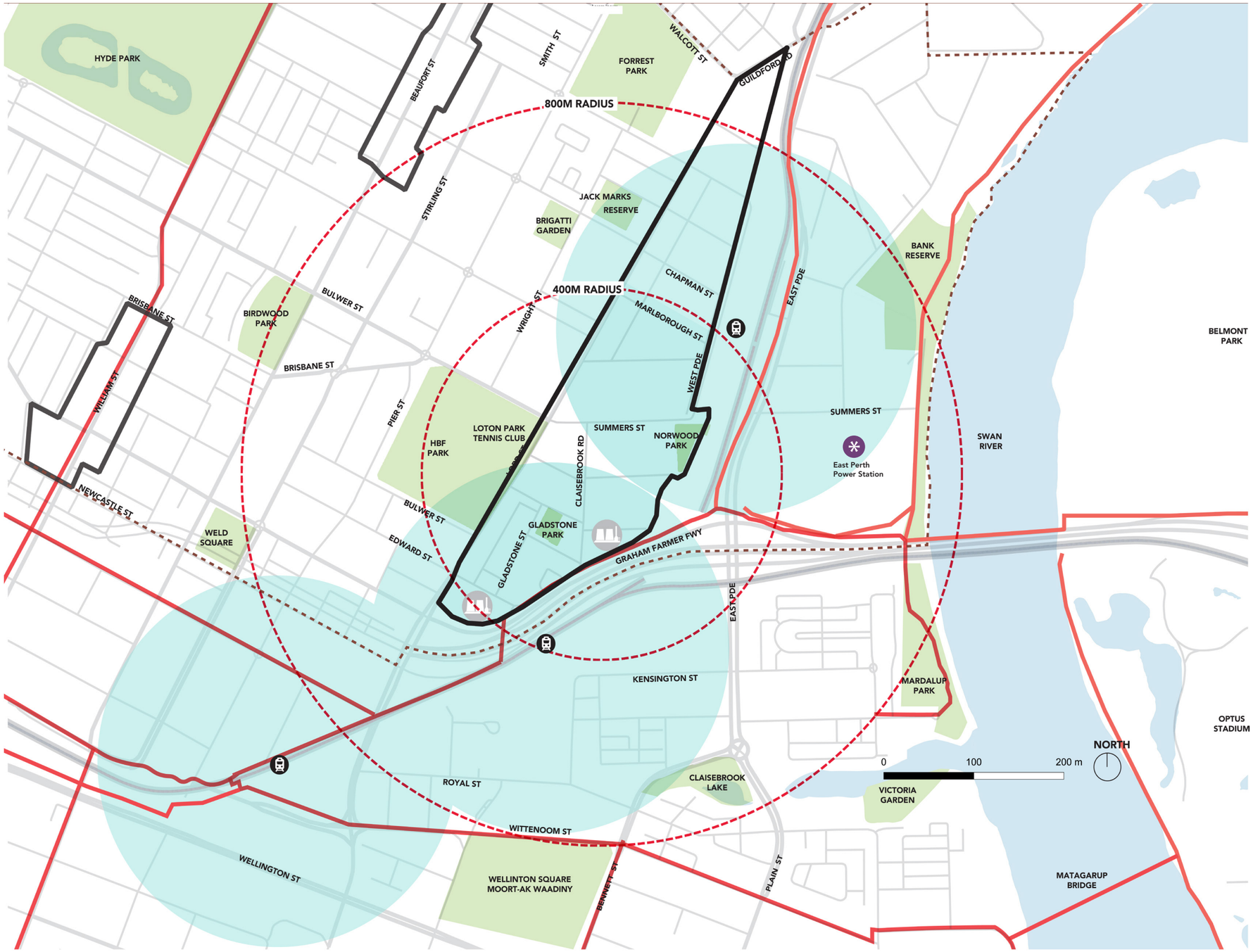


Figure 1: Precinct Boundary of the NCPF

2.1.2 DEMOGRAPHICS

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

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

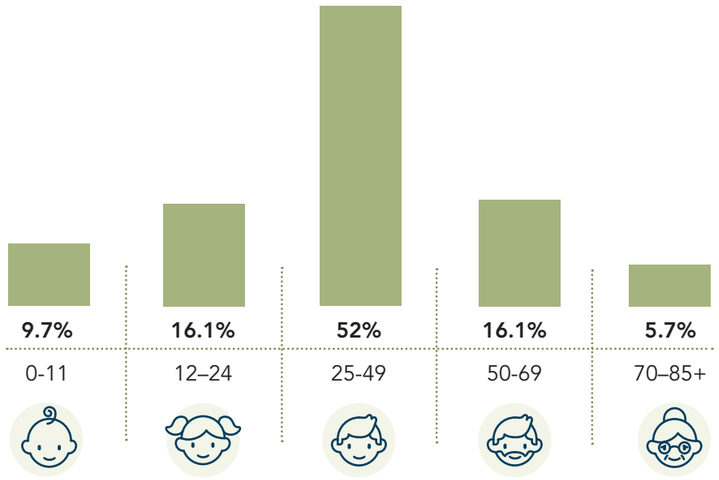
Dwellings in North Claisebrook are generally higher density and smaller in size, with most (41.1 per cent) having two bedroom, compared to Greater Perth in which most (37.9 per cent) have four bedroom. The number of households with children remains low, but has increased since 2016.

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

Community

North Claisebrook's population in the City of Vincent is **1238**.

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



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

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

In City of Vincent from 2016 to 2021:

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

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

Dwellings

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

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

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

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

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

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

Transport

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

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

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

2.2 KEY STAKEHOLDERS

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

2.2.1 WHAT IS THE ROLE OF EXTERNAL AGENCIES?

DEPARTMENT	RESPONSIBILITIES	RELEVANT STRATEGIES & PLANS
Federal Government	Grants and infrastructure funding	N/A
Department of Planning Lands and Heritage (DPLH)	State-level land use planning and management, and oversight of Aboriginal cultural heritage matters.	**Perth and Peel @ 3.5 million** sets out an overarching framework for the Perth and Peel region to shift to a more sustainable development pattern to accommodate a population of 3.5 million people by 2050. The City of Vincent is located within the Central Sub-Region of the framework. The framework indicates that there will be an additional 11,490 dwellings and 25,270 people in the City of Vincent by the year 2050. **Metropolitan Region Scheme (MRS)** broadly guides the distribution of land use throughout the Perth metropolitan region by designating zones and reserves. The northern of Newcastle Street is zoned Urban and the southern side of Newcastle Street is zoned Industrial. An amendment to the MRS to rezone the land from Industrial to Urban is required. **State Planning Policy 4.2: Activity Centres for Perth and Peel** (SPP 4.2) specifies requirements for the planning, design and development of new activity centres, and the redevelopment and renewal of existing centres in Perth and Peel. The section of West Perth that is south of Newcastle Street form part of the Capital City. The main role of the Capital City is to provide the most intensely concentrated development in the region. It has the greatest range of high order services and jobs, and the largest commercial component of any activity centre. **State Planning Policy 5.4: Road and Rail Noise** (SPP 5.4) seeks to minimise the adverse impact of road and rail noise on sensitive land uses or developments within a specified distance of significant freight and traffic routes. The NCPF area is significantly affected by 'Other significant freight or major traffic route', 'Strategic freight or major traffic route' and the 'Metropolitan passenger railway'. **State Planning Policy 7.3: Residential Design Codes** (R-Codes) control the design of most residential development throughout Western Australia. The R-Codes aim to address emerging design trends, promote sustainability, improve clarity and highlight assessment pathways to facilitate better outcomes for residents. **State Register of Heritage Places** is a statutory list of places that represent the story of Western Australia's history and development. Places included in the State Register include buildings, structures, gardens, cemeteries, memorials, landscapes and archaeological sites. There are no state registered heritage places within the NCPF area.
Main Roads WA (MRWA)	Management of Primary Distributor roads across Western Australia. This includes Graham Farmer Freeway.	• Central Area Transport Plan • Perth and Peel @ 3.5 Million • Transport @ 3.5 Million • Policy for Cycling Infrastructure (2000) For further context, refer to Vincent's Accessible City Strategy.

Department of Transport (DoT)	Working collaboratively with local government to develop strategic cycling networks for the region and providing grant funding for implementation of Western Australian Bicycle Network (WABN) routes.	• Central Area Transport Plan • Perth Parking Management Area • Public Transport for Perth in 2031 • Perth and Peel @ 3.5 Million • Transport @ 3.5 Million • WA Bicycle Network
Public Transport Authority (PTA)	The PTA is responsible for: • Train services • Number and frequency of bus routes throughout the City • Ensuring that bus stops comply with the Disability Standards for Accessible Public Transport, including constructing level concrete hard-stand boarding areas and up to 3m of pathway connecting to existing footpath networks • Supporting the implementation of transit-supportive infrastructure by LGAs, including roadside bus shelters • Work collaboratively with MRWA and local government to introduce bus priority lanes	• Central Area Transport Plan • Draft Public Transport for Perth in 2031 • Perth and Peel @ 3.5 Million • Transport @ 3.5 Million • Accessibility Policy (2007)
DevelopmentWA - Formally known as the Metropolitan Redevelopment Authority (MRA) and LandCorp.	DevelopmentWA which is the State Government's central development agency, operates across Western Australia with a diverse portfolio of industrial, commercial and residential projects. DevelopmentWA is responsible for the redevelopment of the East Perth Power Station. The eventual redevelopment of this site will further aid in the revitalisation of the wider North Claisebrook/East Perth area.	• East Perth Power Station Redevelopment • Subiaco Oval and Princess Margaret Hospital Redevelopment (Subi East) • Elizabeth Quay • Yagan Square For further context, portions of the NCPF area were once under the management of the East Perth Redevelopment Authority (a precursor to the MRA).
Neighbouring Local Government Authorities	Working collaboratively to ensure strong connections between localities.	• various planning schemes • transport and urban design plans and policies • parking approaches

2.2.2 WHAT IS THE ROLE OF THE CITY?

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

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

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

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

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

STRATEGIC CONTEXT

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

"In 2032, The City of Vincent is a leafy vibrant 24-hour city, which is synonymous with quality design and sustainability. It's diverse population is supported in their innovative endevours by a council that says YES!"

The relationship between the guiding principles of the SCP and the NCPF are highlighted below:

GUIDING PRINCIPLE	SCP INTENT	APPLICATION TO THE NCPF
ENHANCED ENVIROMMENT	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.	• Provide guidance to maximise on-site landscaping. • Identify opportunities for public open space or cash-in-lieu of public open space. • Seek opportunities in the public realm for planting.
ACCESSIBLE CITY	We want to be a leader in making it safe, easy, environmentally friendly and enjoyable to get around Vincent.	• Enforce maximum parking ratios in line with the Perth Parking Policy. • Analyse and improve cycle routes. • Improve pedestrian experience through built form and canopy coverage.
CONNECTED & HEALTHY 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.	• Engaged with the local community throughout the development of the framework. • Encourage community spaces within new development. • Encourage inclusive and accessible development beyond the minimum requirements of the Building Code of Australia.
THRIVING PLACES	Thriving Places are integral to our identity, economy and appeal. We want to create, enhance and promote great places and spaces for everyone to enjoy.	• Encourage local and small businesses. • Require development outcomes that enhance the public and private realm. • Identify opportunities to improve the pedestrian experience within the private and public realm. • Encourage public art and activation.
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.	• The built form provisions encourage attractive and diverse, in line with the community vision. • The built form character and heritage is protected and enhanced. • Support quality design, sustainable urban built form and is responsive to the community and local context • Encourage more people living in, working in, or enjoying the area.
INNOVATIVE & ACCOUNTABLE	We have a significant role to play in supporting our community to realise its vision. To achieve this, we will be an innovative, honest, engaged and responsible organisation that manages resources well, communicates effectively and takes our stewardship role seriously.	• Engage with the community so they are involved in the development of this framework. • Enable consistent and transparent decision in line with its strategic vision.

INTEGRATED PLANNING AND REPORTING FRAMEWORK:

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

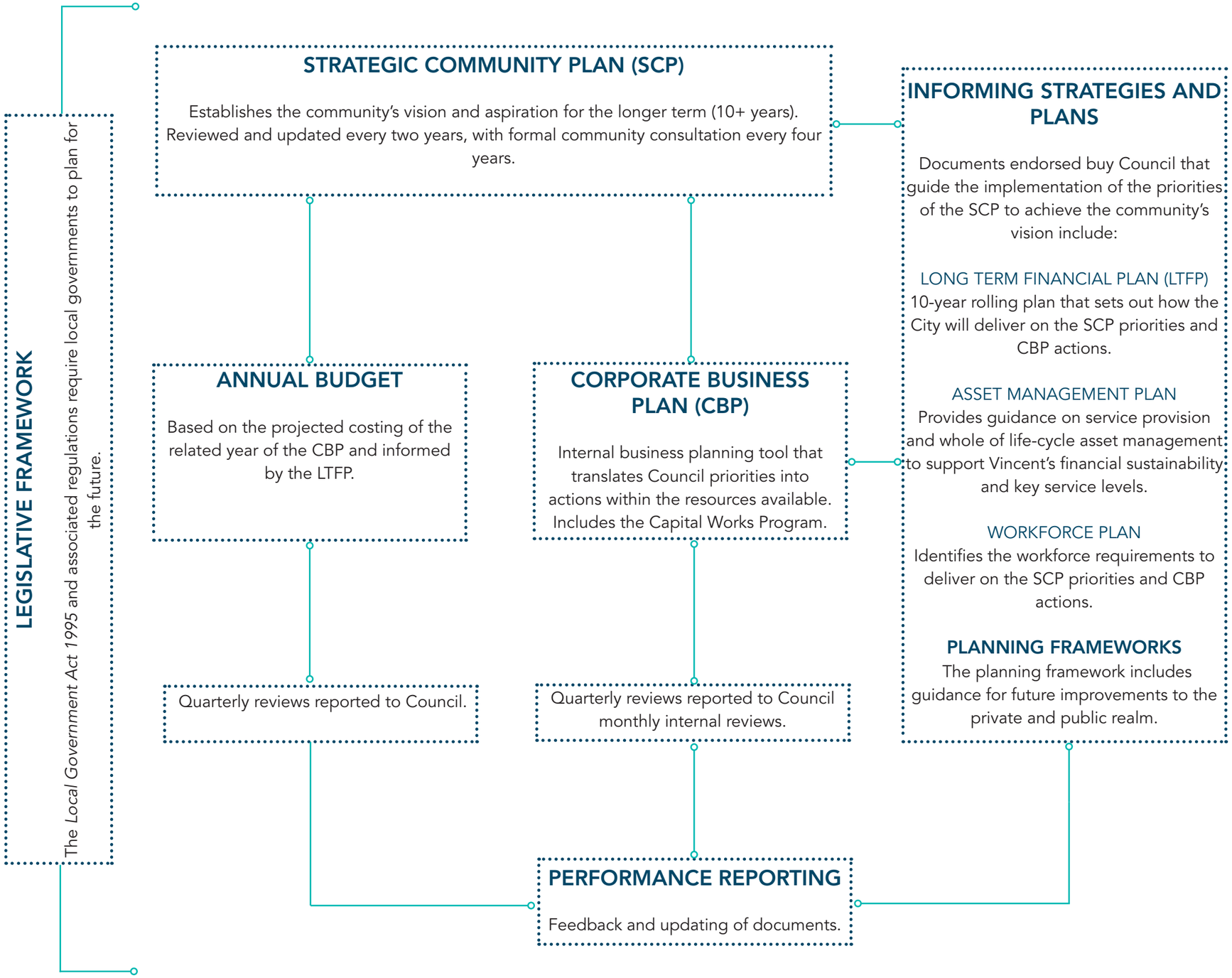
The IPRF incorporates the current SCP and Corporate Business Plan (CBP) and creates a clear vision for the future, including financial implications of the City of Vincent.

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

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

Part 5 - Public Realm takes the form of a place plan. This section provides a filter for the place-based initiatives within Vincent's suite of informing strategies and plans, and directly informs the CBP.

The role of the planning framework within the City of Vincent IPRF is illustrated adjacent.



2.2.3 WHAT IS THE ROLE OF THE COMMUNITY?

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

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

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

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

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







2.3 WHERE ARE WE NOW?

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

This includes:

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

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

2.3.1 ENHANCED ENVIRONMENT

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

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

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

As there is already underground power to the majority of the precinct, street trees are able to grow without much obstruction.



LEGEND

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

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

2.3.2 ACCESSIBLE CITY

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

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

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

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

LEGEND

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



Figure 3: Distribution of Existing Movement and Transport Infrastructure

2.3.3 CONNECTED AND HEALTHY COMMUNITY

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

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

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

LEGEND

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



Figure 4: Distribution of Key Commercial and Community Facilities

2.3.4 THRIVING PLACES

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

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

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

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

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

LEGEND

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



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

2.3.5 SENSITIVE DESIGN

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

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

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

LEGEND

- CHARACTER STREETS
- EXISTING APARTMENT DEVELOPMENT
- HERITAGE LISTING*
- WAREHOUSE CHARACTER
- MIXED-USE ZONING
- COMMERCIAL ZONING
- RESIDENTIAL ZONING
- PUBLIC OPEN SPACE
- SPECIAL USE

*Includes properties listed in the CIty's Municipal Heritage Inventory and identified by the Perth Draft Inventory 99-01



Figure 6: Distribution of Existing Built Form Zones and Features

2.3.6 INNOVATIVE AND ACCOUNTABLE

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

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

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



2.4 STAKEHOLDER ENGAGEMENT

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

2.4.1 COMMUNITY ENGAGEMENT

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

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

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

What should be retained?

- mature trees
- variety of land uses
- existing built form from character homes to brick warehouses
- existing road network with its one-way streets
- low scale built form around Gladstone Street Reserve

What is needed?

- day and night-time economy
- increased tree canopy and landscaping
- pedestrians and cyclists being prioritised over vehicles
- increased safety measures such as lighting, CCTV and increased Ranger patrols
- safe crossing point over Lord Street and better wayfinding
- streetscape palette which is unique to the area
- further investment into Gladstone Street Reserve

Where height should be located:

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

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



2.4.2 TECHNICAL STAKEHOLDER ENGAGEMENT

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

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

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

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

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

For further information, see **Appendix 1**.



2.4.3 DID WE GET IT RIGHT?

Guided by the City's Strategic Community Plan (SCP), with its foundation of engagement and the six Council Priorities of the SCP, the creation of this planning framework occurred in five milestones, in collaboration with the local community. These are outlined below.

Step 1 Understand the North Claisebrook from a technical perspective through research and site visits, culminating in a strengths, weaknesses, opportunities and threats analysis associated with the precinct's land use, connectivity, culture and public and private realm outcomes.

Step 2 The community and key stakeholders were presented with the findings of the context analysis and were engaged to share their personal experience, knowledge and aspirations for North Claisebrook at a Visioning Workshop held on 8 December 2022. This workshop was attended by local residents, landowners, business owners and visitors to the precinct.

Step 3 The community feedback from the Visioning Workshop helped to shape the formulation of the vision and objectives for this framework. This was then refined further at a Design Workshop held on 2 February 2023, in which the community also provided their feedback and guidance for the design response and specific policy provisions across each of the sub-precincts.

Step 4 Based on the community feedback received to date as well as further collaboration with internal stakeholders, the draft NCPF was prepared and presented to Council for endorsement to advertise. The NCPF was advertised for a period of 28 days, from 29 May 2023 to 26 June 2023. During this time, the City also held an Open Day to allow community members to discuss the draft NCPF with project officers.

Step 5 The feedback from advertising guided further refinement to the NCPF which was then presented back to Council in August 2023 for final endorsement.

Through these milestones, the vision and design objectives have been tested and confirmed and are considered to reflect the community's future aspirations for the North Claisebrook precinct in the public and private realm.

03 WHERE DO WE WANT TO BE?

3.1 VISION

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

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



3.2 DEVELOPMENT OBJECTIVES

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

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

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

3.3 SUB-PRECINCT STATEMENTS OF INTENT

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

3.3.1 THE VILLAGE

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

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

3.3.2 THE CITYSCAPE

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

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

3.3.3 THE URBAN FRAME

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

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

3.3.4 THE TRANSIT CORRIDOR

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

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

3.3.5 THE SUBURBAN FRAMES

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

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

LEGEND

- VILLAGE - ACCEPTABLE 4 STOREYS, MAX 6[1]
- CITYSCAPE - ACCEPTABLE 12 STOREYS, MAX[2]
- URBAN FRAME TYPE A - ACCEPTABLE 8 STOREYS, MAX 12[1]
- URBAN FRAME TYPE B - ACCEPTABLE 6 STOREYS, MAX 8[1]
- URBAN FRAME TYPE C - 6 STOREYS
- SUBURBAN FRAME TYPE A - 4 STOREYS
- SUBURBAN FRAME TYPE B - 3 STOREYS
- TRANSIT CORRIDOR - ACCEPTABLE 6 STOREYS, MAX 8[1]
- PUBLIC OPEN SPACE

Note: Heights in the precinct are subject to compliance with Clause 4.4.1 Building Height.

[1]Maximum height is achieved through Clause 4.7 Development Incentives for Community Benefit.

[2]Maximum Height for the Cityscape is to be in accordance with A2.1.3.



Figure 7: North Claisebrook Sub-Precincts

04 THE PRIVATE REALM - BUILT FORM

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

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

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

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

Applicants are encouraged to engage with Vincent's Officers and Design Review Panel as early as possible to obtain feedback on proposals. The role of Vincent and Design Review Panel is to provide guidance on whether the development is meeting the principles of good design, the vision, objectives, and the statements of intent (as described above).



10 PRINCIPLES OF GOOD DESIGN

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

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

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

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

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

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

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

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

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

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

4.1 LAND USES

The City of Vincent's Local Planning Scheme No.2 identifies the zoning for the precinct as a mix of mixed-ui se and Commercial south of Summers Street with residential and commercial components north of Summers Street. See Figure 8.

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

4.2 SUBDIVISION

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

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

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

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

LOCAL PLANNING SCHEME NO.2 LEGEND

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



Figure 8: North Claisebrook Local Planning Scheme No.2 Zoning



4.3 NOTIFICATIONS ON TITLE

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

The notification is to state as follows:

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

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

4.4 GENERAL PROVISIONS

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

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

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

4.4.1 BUILDING HEIGHT

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

Development of any lot (other than those within the Village sub-precinct) for the purposes of a building which is greater than four storeys, shall only be permitted where the land area comprises a minimum of 1000m^2. Amalgamation with adjacent lots will be encouraged as an appropriate measure to achieve better design outcomes and the intended vision of this policy.

4.4.2 URBAN DESIGN STUDY

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

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

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



4.4.3 STREET SETBACKS

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

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

4.4.4 HERITAGE AND CHARACTER MANAGEMENT

4.4.4.1 Existing heritage and character buildings should be retained and incorporated into any new development proposal.

4.4.4.2 New buildings adjacent to character buildings, identified through the Urban Design Study, shall have an architectural character that respects and complements the existing surrounding character buildings. This character should draw from prominent materials and colours of the area and shall express and strengthen the intended place identity.

4.4.4.3 Development incentives may be sought to encourage the preservation and enhancement of heritage and character places (refer to Clause 4.7 Development Incentives for Community Benefit).

4.4.4.3 Contemporary architectural styles are acceptable provided they are designed manner that creatively interprets materials, form, and patterns of the locality.



4.4.5 FUTURE REUSE

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

4.4.5.1 New buildings must be designed with a minimum 3.5m floor to ceiling height on the ground floor and all levels of parking to allow future adaptation in use. This could include ground floor tenancies being adapted from office to restaurant or parking structures being converted to habitable spaces in the future.

4.4.5.2 All developments (residential and non-residential) shall have regard to the following:

a) The structure of the building including the design of the elevation and location of openings designed to allow use for habitable purposes in the future

b) Ground floor commercial tenancies shall be designed with space for infrastructure such as grease traps, exhaust ducts and power supply to allow future adaptation into other uses which require these services such as restaurants and cafes

4.4.6 MATERIALS AND FINISHES

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

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

4.4.7 LANDSCAPING

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

4.4.7.1 A landscape plan, prepared by a suitably qualified consultant, must be provided with all multiple dwellings, commercial and mixed-use development applications. The landscaping plan is to be in accordance with the provisions of the Residential Design Codes.

4.4.7.2 Development applications for commercial development must satisfy the following:

a. A minimum of 12 per cent of the site area shall be provided Deep Soil Area (DSA). The DSA shall have a minimum dimension of 1sqm (1m x 1m).

b. A minimum of 3 per cent of the site area shall be provided as Planting Area. The Planting Area shall have a minimum dimension of 1sqm (1m x 1m).

c. Where the required deep soil area cannot be provided due to site constraints, planting areas are to be provided within structures at a rate of double the shortfall in deep soil area.

d. Where a lot boundary setback applies, 80% of that area at ground level must be provided as canopy cover at maturity and

e. Existing trees on a property must be retained where they meet the following criteria:

   i. Healthy specimens with ongoing viability

   ii. Species is not on the State or local weed register and

   iii. Height of at least 4m, or trunk diameter of 160mm measured 1m from the ground, or average canopy diameter of at least 4m

f. The proposed removal of any tree that meets clause A1.3.4 (above) is to be provided with an arboriculture assessment. Where removal is deemed appropriate by the arboriculture assessment the trees must be replaced.

g. The proposed removal of any native vegetation is to be supported by a flora and fauna assessment.

h. Uncovered car parking at ground level must be provided with canopy cover at maturity of at least 60 per cent.

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

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

4.4.8.1 All lift over-runs and plant equipment must be adequately hidden from public view. This should be done through the design of the building rather than with a screening device that is visible to the public view.

4.4.8.2 Lift over-runs and rooftop plant room must not exceed 3.5m above the applicable maximum building height.

4.4.9 PROJECTIONS AND AWNINGS

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

4.4.9.1 Pedestrians are provided with shelter from weather elements along building façades, except for:

a. Where the design compromises the heritage significance of an existing building or it presents significant servicing issues that otherwise could not be designed around.

4.4.9.2 Where weather protection along footpaths adjoining commercial and mixed use buildings is provided, they shall be provided in the form of continuous awnings and satisfy the following requirements:

a. The weather protection will be integrated with the building design.
b. The weather protection shall be permanently fixed and shall be constructed of durable materials that provide sun and rain protection.
c. The weather protection shall project a minimum horizontal depth of 2.4m over the adjacent footpath.
d. Awnings shall have a consistent clear height from footpath level between 2.75m and 3.5m.

4.4.9.3 Minor projections as defined by the R-Codes are excluded from the maximum building height calculation.

4.4.9.3 Balconies may project into the setback area, provided that such a projection complies with privacy requirements of the R-Codes.

4.4.10 ROOF DESIGN

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

4.4.10.1 Flat roof structures shall have a maximum solar absorptance rating of 0.4.

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

4.4.11 SERVICING AND FUNCTIONALITY

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

4.4.11.1 Waste storage facilities are to be provided on site and in accordance with City of Vincent waste guidelines for new developments.

4.4.11.2 Waste storage facilities are to be screened from direct public view.

4.4.11.3 Residential Waste storage areas must be separated from non-residential storage areas.

4.4.11.4 A Waste Management Plan is required for all residential properties over two dwellings, mixed-use developments, commercial, industrial and other non-residential developments.





4.4.12 ENVIRONMENTALLY SUSTAINABLE DESIGN

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

The following applies to all commercial development.

4.4.13.1 Development that considers the whole of life environmental impact of the building and incorporates measures to reduce this impact.

4.4.13.2 Development shall incorporate:

a. Site planning principles that maximise solar passive design opportunities for both summer and winter and
b. Recovery and re-use of rainwater, storm water, grey water and/or black water for non-potable water applications

4.4.13.3 Development is encouraged to achieve the environmental performance standards shown in the below table, or their equivalent*.

4.4.13.4 A variety of Water Sensitive Urban Design (WSUD) principles are encouraged to be incorporated into every development within the precinct. These include:

a. On site storm water retention and detention for the 1 year, 1 hour ARI event
b. Water and nutrient wise landscaping
c. Permeable paving and ground covers
d. Rain gardens, bio filters, tree pits, green walls and vegetated soak wells and
e. Rainwater tanks, either for garden use or plumbed back into a building for reuse.

ACCEPTED RATING FRAMEWORK	SPECIFICATION/COMPLIANCE REQUIREMENTS	MINIMUM REQUIREMENTS TO BE ACHIEVED	EVIDENCE
Green Building Council of Australia's Green Star Rating System.	Current Design and As-Built rating tool.	5-star Green Star rating.	Preliminary Sustainable Design Report prepared by a Green Star Accredited Professional using the current Green Star Design and As-Built rating tool scorecard to demonstrate eligibility for 5-star Green Star rating.
Life Cycle Assessment in Accordance with EN15978-Sustainability of construction works – Assessment of environmental performance of buildings –Calculation method	System Boundary must include all Life Cycle Modules (A1-2, B1-7, C1-4 and D) in addition to non-integrated energy (plug loads).	Global Warming Potential and Net Fresh Water Use Performance Reduction as per the table below.	Independently Reviewed EN15978 Compliant Target Setting LCA with a 20% factor of safety applied to improvement strategies.

Building Type	**Performance Unit**	
	Global Warming Potential Net Fresh Water Use	**Global Warming Potential Net Fresh Water Use**
Residential BCA Class 1-3)	< 2,250 kgCO2e / Occupant / Year (50% saving against Perth statistical average residences)	< 57m3 / Occupant / Year (50% saving against Perth statistical average residences
Commercial Office (BCA Class 5)	< 104 kgCO2e / m2 Net Lettable Area / year (30% saving against Perth statistical average office)	< 1.25 m3 / m2 Net Lettable Area / year (25% saving against Perth statistical average office)
All Other Building Types	30% saving against Code-Compliant design	25% saving against Code-Compliant design

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

4.4.13 SAFETY, LIGHTING AND CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

In addition to Clause 3.7 of R-Codes Volume 2

4.4.13.1 All areas of the private and public realm, especially places with lower volumes of foot traffic, must be adequately lit and designed to ensure that sightlines are provided from areas of high pedestrian traffic.

4.4.13.2 Lighting is provided to all areas that can be accessed by pedestrians.

4.4.13.3 Consider State Government designing out crime guidance.

4.4.14 PAYMENT IN LIEU OF PUBLIC OPEN SPACE RESERVES

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

4.4.14.1 Pursuant to s.153(1)(b) of the *Planning and Development Act 2005*, all subdivision of land that creates three or more lots must be subject to a condition requiring that the owner of the land to cede up to 10 per cent of that land for the purpose of public open space, or make a payment equal to 10 percent of the value of that land to the local government.

4.4.14.2 Sub-clause 4.4.16.1 applies to all subdivision types including strata, survey strata, freehold, and community title. If a portion of land is subject to multiple eligible subdivisions, that portion of land will only be required to contribute once.

4.4.15 ROAD RESERVES, LANEWAYS AND PEDESTRIAN LINKS

4.4.15.1 Construction of a laneway or pedestrian link provided in accordance with Clause 6.1 is to be constructed by the applicant.

As a condition of development or subdivision approval, properties affected by a road reservation are required to vest that portion of road reserve to the Crown as a condition of development or subdivision approval, whichever occurs first.

The City of Vincent will provide technical advice on the detailed design.

4.4.15.2 Construction of a public road, laneway or pedestrian link that is not provided in accordance with Clause 6.1 is to be undertaken by Vincent.

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

4.4.16 PARKING

4.4.16.1 The Perth Parking Policy 2014 (PPP) (as amended) applies. This policy applies to the areas bounded by Summers Street to the north, the rail line to the east, Graham Farmer Freeway to the south and Lord Street to the west.

4.4.16.2 Where the PPP is silent, the City of Vincent's Local Planning Policy: Non-Residential Development applies. The R-Codes applies to all residential development.

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





4.4.17 FACADE DESIGN

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

4.4.17.1 Development which fronts the public realm shall provide active frontages including glazing, openings and operable windows to ensure activity, interaction and surveillance of the street.

4.4.17.2 Ground floor spaces shall have a finished floor level to finished ceiling level height of a minimum of 3.5m.

4.4.17.3 Identify key design elements in the local area and streetscape through an Urban Design Study and integrate the design elements into building facades visible from the public realm. Developments shall:

a. Integrate high-quality, durable and diverse materials and finishes into the façade, avoiding reflective or glaring materials, and cosmetic or superficial attachments to the building.
b. Design appropriately scaled buildings, considering rhythm, proportion, and height.
c. Incorporate vertical articulation by using tall and narrow facade treatments.
d. Not present a blank, monotonous, repetitious or dominant building treatment.
e. Incorporate architectural or functional elements integrated into the façade, rather than cosmetic or superficial attachments to the building.
f. Incorporate vertical articulation by using tall and narrow façade treatments.
g. Incorporate articulation such as doorways, windows, seating ledges, sills, stall raisers and other three-dimensional detailing.
h. Integrate fire boosters, mail boxes and external fixtures into the building design or screen them so they appear as part of the facade.
i. Signage is to be minimal and integrated into the design of the building on the ground floor.

4.4.17.4 Ground floor glazing and/or tinting shall have a minimum of 70% visible light transmission to provide unobscured visibility.

4.4.17.5 Security measures shall be:

a. Located and installed internally behind the glazing line or recessed between elements in the facade such as columns or doorway recesses.
b. Transparent and visually permeable to allow views inside the building and enable internal light sources to be seen from the street

4.4.17.6 Verandahs and colonnades are only permitted where they are constructed wholly within the lot boundaries of development site.

4.4.17.7 Development incorporates good passive solar design principles that reduce the reliance on mechanical system for heating and cooling when designing the building facade.

4.4.17.8 The design, activation and materials of a building on a corner site should be articulated and expressed volumetrically, addressing both primary and secondary streets. In particular, the quality of the primary and secondary façade of the ground floor should be of similar quality.

4.4.18 PUBLIC DOMAIN INTERFACE

In addition to Clause 3.6 of R-Codes Volume 2

4.4.18.1 Exposed boundary walls visible to the street are to incorporate the following design features:

- indentations
- varying heights
- varying materials, colours and textures and/or
- public artwork

4.5 MEDIUM DESIGN PROVISIONS

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

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

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

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

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



4.5.1 UTILITIES			
R-Codes	**Replace**	**Remain**	
	Clause 4.5.1.1 - 4.5.1.6 replaces C2.5.2	*C2.5.1 and C2.5.3 of Part C of R-Codes Volume 1 remain and apply.*	
	Local Housing Objective	**Deemed-to-Comply**	
P4.5.1.1	Development which preserves and enhances the visual character of the existing streetscape by considering building bulk, scale and design.	C4.5.1.1	Utilities (with the exemption of solar collectors and electric vehicle charging) and are permitted where they are: • Not visible from the street and surrounding properties or • Integrated with the design of the building
		C4.5.1.3	If external fixtures cannot be integrated into the design of the building to be concealed from the street and surrounding properties, they will be required to be screened as follows: • Continuous vertical or horizontal opaque material more than 50mm in width, occupying a minimum of three quarters of the total surface area in aggregate or • a surface offering equal or more obstruction to view which does not compromise ventilation.
		C4.5.1.3	For single houses and grouped dwellings, air conditioning fixtures are to be placed at the rear of the ground floor. The highest point of the air conditioning fixture is to be a maximum 1.8m above natural ground level or below the existing fence line.

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



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

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



4.5.5 STREET WALLS AND FENCING			
R-Codes	**Replace**	**Remain**	
	Clause 4.5.5.1-4.5.5.4 replaces C3.6.7 and 3.6.8 of Part C of the R-Codes Volume 1.	Clauses C3.6.1 – C3.6.4, 3.6.6 and 3.6.9 of Part C of the R-Codes Volume 1 remains and applies.	
	Local Housing Objective		**Deemed-to-Comply**
P4.5.5.1	Development which preserves and enhances the visual character of the existing streetscape by considering bulk, scale, setbacks, design, relationship between the private and public domain, and fencing styles.	**C4.5.5.1**	Street walls, street fences and gates are to be of a style and materials compatible with those of the dwelling on site and/or walls, fences and gates of the immediate surrounding area excluding fibre cement and metal sheeting.
		C4.5.5.2	Street walls, fences and gates within the primary street setback area, including along the side boundaries, and front walls and fences to new dwellings fronting a right of way or dedicated road to be as follows: • Maximum height of 1.8 metres above the natural ground level. • Maximum height of piers with decorative capping to be 2 metres above the natural ground level. • Maximum height of solid portion of wall to be 1.2 metres above adjacent footpath level and are to be visually permeable above 1.2 metres. • Posts and piers are to have a maximum width 400mm and a maximum diameter of 500mm. • The distance between piers should not be less than the height of the piers except where pedestrian gates are proposed.
		C4.5.5.3	Street walls, fences and gates to secondary streets, behind the primary street setback line, or walls, fences and gates to the primary streets where those streets are district distributor roads to be as follows: • Solid portion of wall may increase to a maximum height of 1.8m above adjacent footpath level provided that the wall or fence has at least two significant appropriate design features (to the satisfaction of the City of Vincent) to reduce the visual impact – for example, significant open structures, recesses and/or planters facing the road at regular intervals and varying materials, finishes and/or colours. • Maximum height of piers with decorative capping to be 2m above adjacent footpath level.
		C4.5.5.4	Walls, fences and gates on the side boundaries within the primary street setback area, constructed from metal sheeting are permitted provided they meet all other requirements relating to height, provide adequate sight lines and are not a side boundary fence facing a secondary street.
Note: The measurement of street walls, fences and gates is to include any retaining walls and is to be measured from the natural ground level immediately below the base of the wall to the top of the wall above, within the development site. In the case of primary street frontage, the measurement of street walls, fences and gates is to be measured from the natural ground level of the footpath immediately below the base of the wall to the top of the wall above.			



4.6 SPECIFIC DEVELOPMENT PROVISIONS

4.6.1 MULTIPLE DWELLINGS AND MIXED-USE DEVELOPMENT

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

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

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

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



1.0 VILLAGE

1.1 HEIGHTS		
R-Codes	**Replace**	**Remain**
	Clause 1.1 replaces Acceptable Outcome A 2.1.1 of the R-Codes Volume 2.	-
Acceptable Outcomes		
A1.1.1	Acceptable height for a development: Four storeys	
A1.1.2	Maximum development height: Six storeys - subject to compliance with Clause 4.7 - Development Incentives for Community Benefit.	
A1.1.3	External fixtures may extend beyond the maximum height in Figure 2 where they are not visible from the street or neighbouring properties.	

1.2 STREET SETBACKS		
R-Codes	**Replace**	**Remain**
	Clause 1.2 replaces Acceptable Outcome A 2.4.1 of the R-Codes Volume 2.	*Clause A 2.4.2 of the R-Codes Volume 2 remains and applies.*
Acceptable Outcomes		
A1.2.1	Ground Floor to Fourth Storey: 2m Above Fourth Storey: 4m	
Development adjoining rights of way		
A1.2.2	Where development adjoins a right of way the setback shall be measured from the midpoint of the right of way.	
A1.2.3	Development must address adjoining rights of way by providing passive surveillance and openings to the right of way.	

1.3 SIDE AND REAR SETBACK		
R-Codes	**Replace**	**Remain**
	Clause 1.3 applies in addition to Clauses A 3.7.1 to A 3.7.6 of R-Codes Volume 2.	*Clauses A 3.7.1 to A 3.7.6 of R-Codes Volume 2 remain and apply.*
Acceptable Outcomes		
A1.3.1	Ground floor to Third Storey: 0m Fourth Storey and above: 2m[1]	
Development Adjoining Rights of Way		
A1.3.2	Where development adjoins a right of way the setback shall be measured from the midpoint of the right of way.	
A1.3.3	Development must address adjoining rights of way by providing passive surveillance and openings to the right of way.	
[1]Note: Wall may be built up to a lot boundary, where it abuts an existing or simultaneously constructed wall of equal or greater proportions		

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





1.5 VEHICLE ACCESS		
R-Codes	**Replace**	**Remain**
	Clause 1.5 applies in addition to Clause A 3.8.1 – A 3.8.7 of R-Codes Volume 2.	*Clauses A 3.7.1 to A 3.7.6 of R-Codes Volume 2 remain and apply.*
Acceptable Outcomes		
A1.5.1	Service areas and vehicular access shall be: a. Taken from the rear laneway or secondary street in the first instances or b. Collocated where taken from the primary street to maximise the width of active frontage	
A1.5.2	Access to on-site car parking spaces to be provided: • where available, from a right of way available for lawful use to access the relevant lot and which is adequately paved and drained from the property boundary to a dedicated road or • from a secondary street where no right of way exists or • from the primary street frontage where no secondary street or right-of way exists.	
A1.5.3	Access to a right of way is required to be trafficable to the nearest dedicated road. The cost to upgrade a right of way to make it trafficable is to be borne by the applicant.	
A1.5.4	Where vehicular access is provided from a street, all vehicles are required to enter and exit the site in forward gear.	
A1.5.5	Roller shutters, doors and screens are to be visually permeable.	
A1.5.6	Onsite parking for a development shall be located beneath or at the rear of buildings.	
A1.5.7	In a mixed-use development, car bays should be clearly signposted differentiating between the residential car bays and the commercial car bays.	
A2.5.8	Where on-site parking provided for customer/client use is not directly visible from the adjacent street, adequate signage is to be provided to promote public knowledge of and direction to the car park. This signage is to comply with the requirements of the City of Vincent's Policy relating to signs and advertising.	
A2.5.9	Existing trees must not be removed to provide for vehicle access.	
A2.5.10	Each lot is to provide a maximum of one crossover.	
A2.5.11	The maximum width of a single crossover is 3m. The maximum width of a double crossover is 5m.	

2.0 CITYSCAPE

2.1 HEIGHTS		
R-Codes	**Replace**	**Remain**
	Clause 2.1 replaces Acceptable Outcome A 2.1.1 of the R-Codes Volume 2.	-
Acceptable Outcomes		
A2.1.1	Acceptable height for the podium: Three storeys	
A2.1.2	Acceptable height for the development: 12 storeys - This is subject compliance with Clause 4.4.1 - Building Height.	
A2.1.3	Maximum development height is to be in accordance with the Royal Perth Hospital Helicopter Flight Path Protection Special Control Area of the Local Planning Scheme No.2 and subject to compliance with Clause 4.7 - Development Incentives for Community Benefit.	
A2.1.4	External fixtures may extend beyond the maximum height where they are not visible from the street or neighbouring properties.	

2.2 STREET SETBACKS		
R-Codes	**Replace**	**Remain**
	Clause 2.2 replaces Acceptable Outcome A 2.3.1 of the R-Codes Volume 2.	-
Acceptable Outcomes		
A2.2.1	Street Setbacks are to be in accordance with Table 2.2.1.	
Table 2.2.1 Street Setbacks		
Podium	Edward Street and Caversham Road: 2m Lord Street and Claisebrook Road: nil.	
Tower	Up to eight storeys: minimum 5m. Nine storeys and up: minimum 7m.	





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

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

2.5 VEHICLE ACCESS		
R-Codes	**Replace**	**Remain**
	Clause 1.5 applies in addition to Clause A 3.8.1 – A 3.8.7 of R-Codes Volume 2.	*Clauses A 3.7.1 to A 3.7.6 of R-Codes Volume 2 remain and apply.*
Acceptable Outcomes		
A2.5.1	Service areas and vehicular access shall be: a. Taken from the rear laneway or secondary street in the first instances or b. Collocated where taken from the primary street to maximise the width of active frontages	
A2.5.2	Access to on-site car parking spaces to be provided: • where available, from a right of way available for lawful use to access the relevant lot and which is adequately paved and drained from the property boundary to a dedicated road • from a secondary street where no right of way exists or • from the primary street frontage where no secondary street or right-of way exists	
A2.5.3	Access to a right of way is required to be trafficable to the nearest dedicated road. The cost to upgrade a right of way to make it trafficable is to be borne by the applicant.	
A2.5.4	Where vehicular access is provided from a street, all vehicles are required to enter and exit the site in forward gear.	
A2.5.5	Roller shutters, doors and screens are to be visually permeable.	
A2.5.6	Onsite parking for a development shall be located beneath or at the rear of buildings.	
A2.5.7	In a mixed-use development, car bays should be clearly signposted differentiating between the residential car bays and the commercial car bays.	
A2.5.8	Where on-site parking provided for customer/client use is not directly visible from the adjacent street, adequate signage is to be provided to promote public knowledge of and direction to the car park. This signage is to comply with the requirements of the City's Policy relating to Signs and Advertising.	
A2.5.9	Existing trees must not be removed to provide for vehicle access.	
A2.5.10	Each lot is to provide a maximum of one crossover.	
A2.5.11	The maximum width of a single crossover is 3m. The maximum width of a double crossover is 5m.	





3.0 URBAN FRAME

3.1 HEIGHTS		
R-Codes	**Replace**	**Remain**
	Clause 3.1 replaces Acceptable Outcome A 2.1.1 of the R-Codes Volume 2.	-
Acceptable Outcomes		
A3.1.1	Development is to be in accordance with the building heights provided in Table 3.1.1.	
A3.1.2	External fixtures may extend beyond the maximum height in Table 2.1.1 and Figure 2 where they are not visible from the street or neighbouring properties.	
A3.1.3	Maximum height of the tower development for Type A is subject to compliance with Clause 4.7 - Development Incentives for Community benefit.	

Table 3.1.1 Building Height Urban Frames

Urban Frame Typology	**Indicative Height in Storeys**
Type A	Podium height: three storeys Acceptable development height: Eight storeys - This is subject to compliance with Clause 4.4.1 - Building Height. Maximum development height: 12 storeys - This is subject to compliance with Clause 4.7 - Development Incentives for Community Benefit.
Type B	Acceptable podium height: three storeys Acceptable development height: Six storeys. This is subject to compliance with Clause 4.4.1 - Building Height. Maximum development height: Eight storeys - This is subject to compliance with Clause 4.7 - Development Incentives for Community Benefit.
Type C	Acceptable height: Six storeys ~~(21m)~~ - This is subject to compliance with Clause 4.4.1 - Building Height.

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

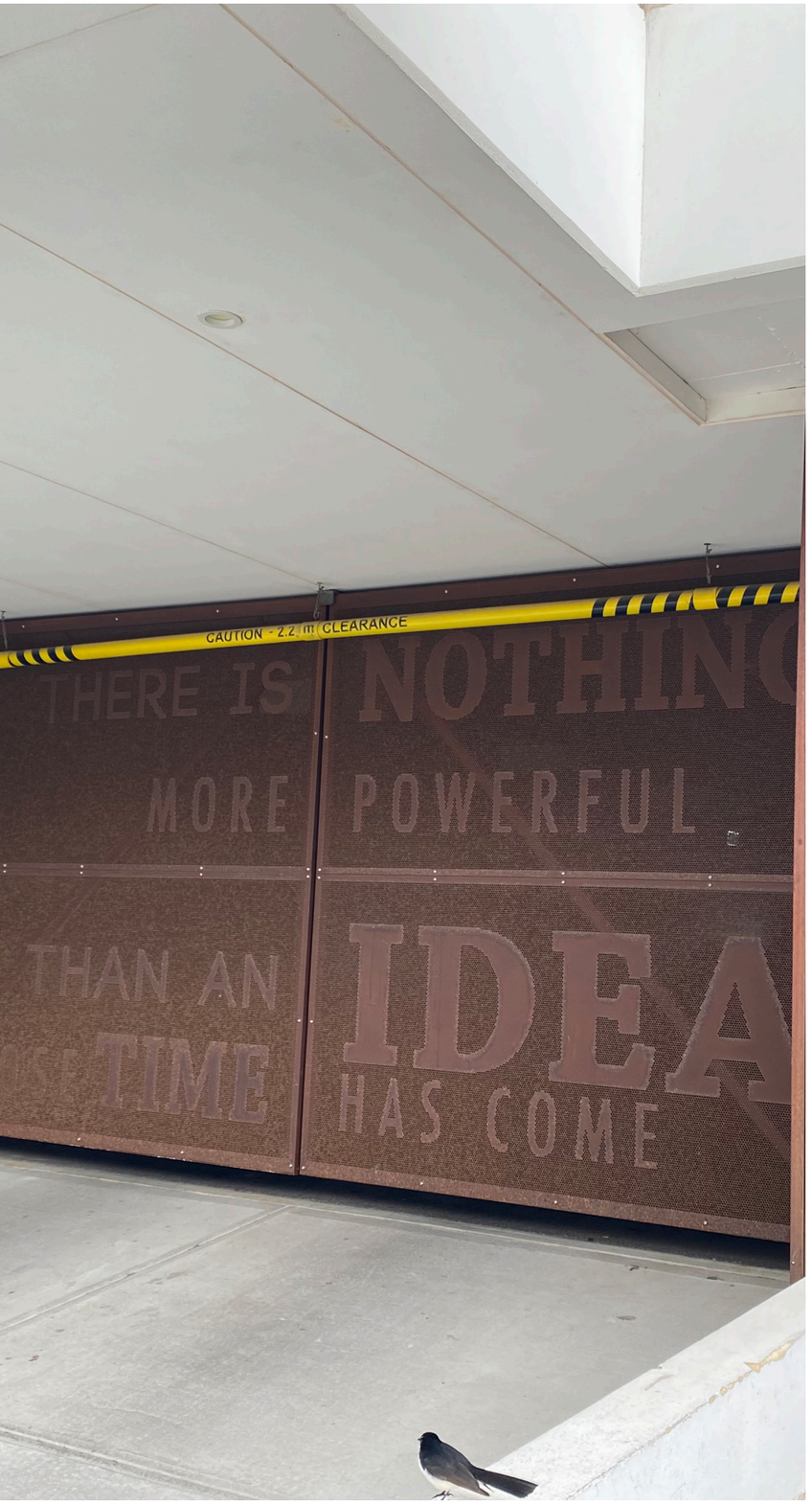
3.3 SIDE AND REAR SETBACK		
R-Codes	**Replace**	**Remain**
	Clause 3.3 replaces Acceptable Outcome A 2.4.1 of the R-Codes Volume 2.	*Clause A2.4.2 of the R-Codes Volume 2 remains and applies.*
Acceptable Outcomes		
A3.3.1	Development is to be in accordance with the street setbacks provided in Table 2.2.1	
Development Adjoining Rights of Way		
A3.3.2	Where development adjoins a right of way the setback shall be measured from the midpoint of the right of way.	
A3.3.3	Development must address adjoining rights of way by providing passive surveillance and openings to the right of way.	

Table 3.3 Side and Rear Setbacks

	Type A	**Type B**	**Type C**
Podium	2m[1]	2m[1]	N/A
Tower	3m Up to eight storeys: minimum 4m. Nine storeys and up: minimum 6m.	Up to eight storeys: minimum 4m.	Where lot adjoins other properties within the Urban Frame or Transit Corridor: • nil to three storeys. • above three storeys: R-Codes Volume 2 Table 2.1. Where lot adjoins properties within the Village and Suburban Frame • R-Codes Volume 2 Table 2.1.

[1]Note: Wall may be built up to a lot boundary, where it abuts an existing or simultaneously constructed wall of equal or greater proportions





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

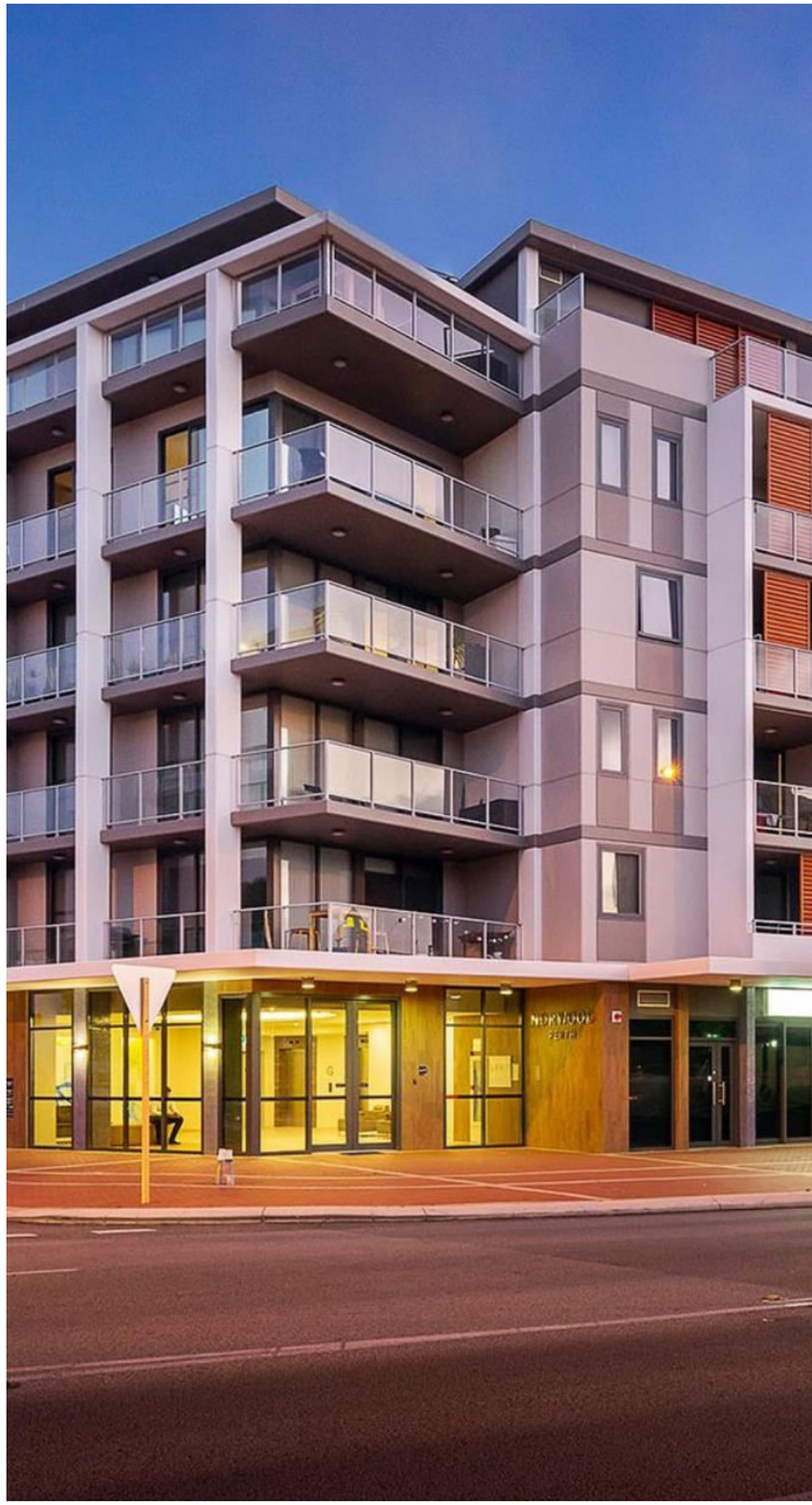
3.5 VEHICLE ACCESS		
R-Codes	**Replace**	**Remain**
	Clause 1.5 applies in addition to Clause A 3.8.1 – A 3.8.7 of R-Codes Volume 2.	*Clauses A 3.7.1 to A 3.7.6 of R-Codes Volume 2 remain and apply.*
Acceptable Outcomes		
A3.5.1	Service areas and vehicular access shall be: a. taken from the rear laneway or secondary street in the first instances or b. collocated where taken from the primary street to maximise the width of active frontages	
A3.5.2	Access to on-site car parking spaces to be provided: • where available, from a right of way available for lawful use to access the relevant lot and which is adequately paved and drained from the property boundary to a dedicated road • from a secondary street where no right of way exists or • from the primary street frontage where no secondary street or right-of way exists	
A3.5.3	Access to a right of way is required to be trafficable to the nearest dedicated road. The cost to upgrade a right of way to make it trafficable is to be borne by the applicant.	
A3.5.4	Where vehicular access is provided from a street, all vehicles are required to enter and exit the site in forward gear.	
A3.5.5	Roller shutters, doors and screens are to be visually permeable	
A3.5.6	Onsite parking for a development shall be located beneath or at the rear of buildings.	
A3.5.7	In a mixed-use development, car bays should be clearly signposted differentiating between the residential car bays and the commercial car bays.	
A3.5.8	Where on-site parking provided for customer/client use is not directly visible from the adjacent street, adequate signage is to be provided to promote public knowledge of and direction to the car park. This signage is to comply with the requirements of Vincent's Signs and Advertising Policy	
A3.5.9	Existing trees must not be removed to provide for vehicle access.	
A3.5.10	Each lot is to provide a maximum of one crossover.	
A3.5.11	The maximum width of a single crossover is 3m. The maximum width of a double crossover is 5m.	

4.0 TRANSIT CORRIDOR

4.1 HEIGHTS		
R-Codes	**Replace**	**Remain**
	Volume 2, Clause 1.1 replaces Acceptable Outcome A 2.1.1 of the R-Codes Volume 2.	-
Acceptable Outcomes		
A4.1.1	Acceptable development height: 6 storeys. This is subject to compliance with Clause 4.4.1 - Building Height Maximum development height: 8 Storeys - Subject to compliance with Clause 4.7 - Development Incentives for Community Benefit.	

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

4.3 SIDE AND REAR SETBACK		
R-Codes	**Replace**	**Remain**
	Clause 4.3 replaces Acceptable Outcome A 2.4.1 of the R-Codes Volume 2.	*Clause A 2.4.2 of the R-Codes Volume 2 remains and applies.*
Acceptable Outcomes		
A4.3.1	Side and rear setbacks in accordance with Tables 4.3.	
	Development adjoining rights of way	
A4.3.2	Where development adjoins a right of way the setback shall be measured from the midpoint of the right of way.	
A4.3.3	Development must address adjoining rights of way by providing passive surveillance and openings to the right of way.	
Table 4.3.1 Side and Rear Setbacks		
Neighbouring Property		**Subject Property**
	Suburban Frame Type A	Setback for the ground floor to the third storey: 4.5m. Setback for the Fourth atorey: 6.5m.
	Suburban Frame Type B	Setback for the ground floor to the third storey: 4.5m. Setback for the fourth storey: 6.5m.
	Village	R-Codes Volume 2 Table 2.1.
	Urban Frame Type B	R-Codes Volume 2 Table 2.1.
	Urban Frame Type C	R-Codes Volume 2 Table 2.1.
	Transit Corridor	R-Codes Volume 2 Table 2.1.





4.4 PUBLIC DOMAIN INTERFACE		
R-Codes	**Replace**	**Remain**
	Clause 4.4 apply in addition to Clauses A 3.6.1 – A 3.6.9 of R-Codes Volume 2.	*Clauses A 3.6.1 – A 3.6.9 of R-Codes Volume 2 remain and apply.*
Acceptable Outcomes		
A4.4.1	Street walls, fences and gates are to be of a style and materials compatible with those of the development on site and/or walls, fences and gates of the immediate surrounding area excluding fibre cement.	
A4.4.2	Street walls, fences and gates within the primary street setback area, including along the side boundaries, and front walls and fences to new dwellings fronting a right of way or dedicated road to be as follows: • Maximum height of 1.8m above the natural ground level. • Maximum height of piers with decorative capping to be 2m above the natural ground level. • Maximum height of solid portion of wall to be 1.2m above adjacent footpath level and are to be visually permeable above 1.2m. • Posts and piers are to have a maximum width 400mm and a maximum diameter of 500mm. • The distance between piers should not be less than the height of the piers except where pedestrian gates are proposed.	
A4.4.3	Street walls, fences and gates to secondary streets, behind the primary street setback line, or walls, fences and gates to the primary streets where those streets are district distributor roads to be as follows: • Solid portion of wall may increase to a maximum height of 1.8m above adjacent footpath level provided that the wall or fence has at least two significant appropriate design features (to the satisfaction of the City of Vincent) to reduce the visual impact – for example, significant open structures, recesses and/or planters facing the road at regular intervals and varying materials, finishes and/or colours. • Maximum height of piers with decorative capping to be 2m above adjacent footpath level.	
A4.4.4	Exposed boundary walls visible to the street are to incorporate the following design features: • Indentations • Varying heights • Varying materials, colours and textures or • Public artwork	
A4.4.5	Any proposed vehicular or pedestrian entry gates shall be visually permeable.	
A4.4.6	Walls and fences on the side boundaries, only within the primary street setback area, constructed from metal sheeting are permitted provided they meet all other requirements relating to height, provide adequate sight lines and are not a side boundary fence facing a secondary street.	

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



5.0 SUBURBAN FRAME

5.1 HEIGHTS		
R-Codes	**Replace**	**Remain**
	Volume 2, Clause 5.1 replaces Acceptable Outcome A 2.2.1 of the R-Codes Volume 2.	-
Acceptable Outcomes		
A5.1.1	Development is to be in accordance wih the building herights provided in Table 5.1.1.	
A5.1.2	External fixtures may extend beyond the maximum height in Table 5.1.1 where they are not visible from the street or neighbouring properties.	

Suburban Frame Typology	**Indicative Height in storeys**
Type A	Acceptable development height: 4 storeys.
Type B	Acceptable development height: 3 storeys.

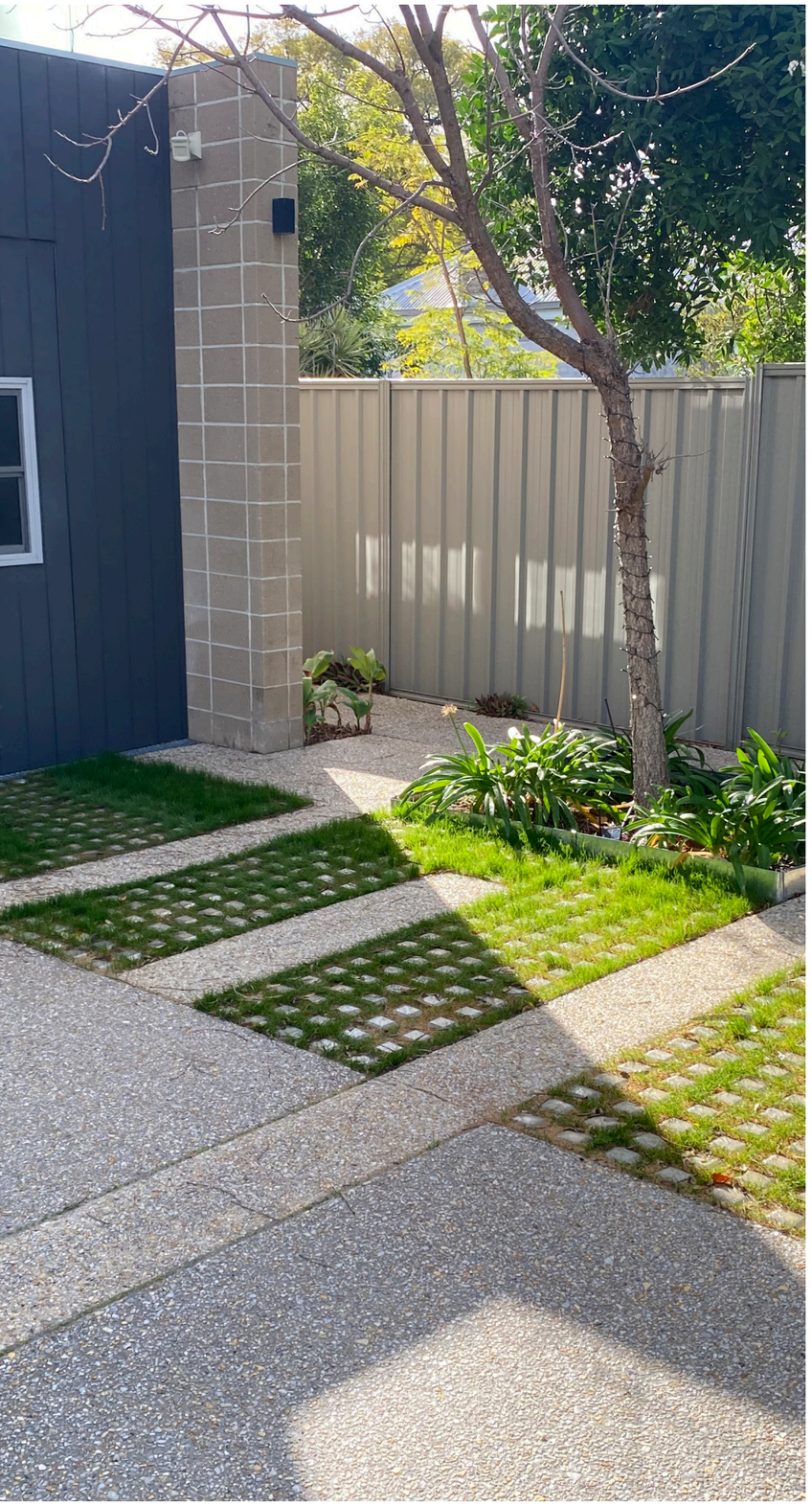
5.2 STREET SETBACKS		
R-Codes	**Replace**	**Remain**
	Volume 2, Clause 1.2 replaces Acceptable Outcome A 2.3.1 of the R-Codes Volume 2.	-
Acceptable Outcomes		
A5.2.1	The primary street setback is to be calculated by averaging the setback of the five dwellings adjoining properties, either side of the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

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



5.4 PUBLIC DOMAIN INTERFACE		
R-Codes	**Replace**	**Remain**
	Clause 5.4 applies in addition to Clauses A 3.6.1 – A 3.6.9 of R-Codes Volume 2.	*Clauses A 3.6.1 – A 3.6.9 of R-Codes Volume 2 remain and apply.*
Acceptable Outcomes		
A5.4.1	Street walls, fences and gates are to be of a style and materials compatible with those of the development on site and/or walls, fences and gates of the immediate surrounding area excluding fibre cement.	
A5.4.2	• Street walls, fences and gates within the primary street setback area, including along the side boundaries, and front walls and fences to new dwellings fronting a right of way or dedicated road to be as follows: • Maximum height of 1.8m above the natural ground level. • Maximum height of piers with decorative capping to be 2m above the natural ground level. • Maximum height of solid portion of wall to be 1.2m above adjacent footpath level and are to be visually permeable above 1.2m. • Posts and piers are to have a maximum width 400mm and a maximum diameter of 500mm. • The distance between piers should not be less than the height of the piers except where pedestrian gates are proposed.	
A5.4.3	Street walls, fences and gates to secondary streets, behind the primary street setback line, or walls, fences and gates to the primary streets where those streets are district distributor roads to be as follows: • Solid portion of wall may increase to a maximum height of 1.8m above adjacent footpath level provided that the wall or fence has at least two significant appropriate design features (to the satisfaction of the City of Vincent) to reduce the visual impact – for example, significant open structures, recesses and/or planters facing the road at regular intervals and varying materials, finishes and/or colours. • Maximum height of piers with decorative capping to be 2m above adjacent footpath level. Note: The measurement of street walls, fences and gates is to include any retaining walls and is to be measured from the natural ground level immediately below the base of the wall to the top of the wall above, within the development site. In the case of primary street frontage the measurement of street walls, fences and gates is to be measured from the natural ground level of the footpath immediately below the base of the wall to the top of the wall above.	
A5.4.4	Walls, fences and gates on the side boundaries within the primary street setback area, constructed from metal sheeting are permitted provided they meet all other requirements relating to height, provide adequate sight lines and are not a side boundary fence facing a secondary street	
A5.4.5	Walls, fences and other structures truncated or reduced to no higher than 0.75m within 1.5m where walls, fences, or other structures adjoin a driveway that intersects a street, right-of-way, communal street and a right-of-way or communal street that intersects a public street and two streets that intersect with the exception of: • One pier/pillar with a maximum width and depth of 400mm and 1.8m height above NGL, or 2.0m tall to the top of decorative capping above the NGL • Fence slats or infill higher than 0.75m above NGL that provides a Clear Sight Line • If a gate is proposed across a vehicle access point where a driveway meets a public street and where two streets intersect, the gate must provide: • When Closed: a minimum of 50 per cent unobstructed view • When Open: a Clear Sight Line from 0.75m above the NGL within 1.5m of where the vehicle access way joins the street.	
A5.4.6	Walls and fences on the side boundaries, only within the primary street setback area, constructed from metal sheeting are permitted provided they meet all other requirements relating to height, provide adequate sight lines and are not a side boundary fence facing a secondary street.	
For the purposes of this clause, a Clear Sight Line means: • continuous horizontal or vertical gaps that constitute a minimum of 50% of the total surface area • a minimum gap size of 40mm • if slats are orientated to be deeper than they are wide - the distance between the slats must be no less than two-times the depth of the slat • clear non-reflective glass.		





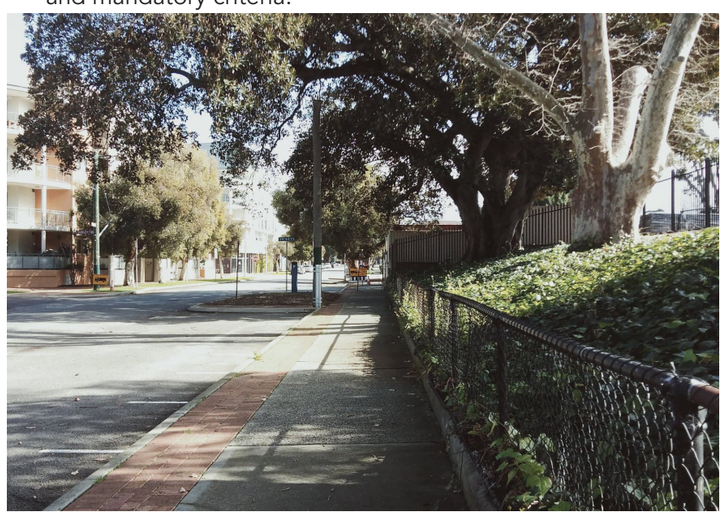
5.5 VEHICLE ACCESS		
R-Codes	**Replace**	**Remain**
	Clause 5.5 applies in addition to Clause A 3.8.1 – A 3.8.7 of R-Codes Volume 2.	*Clauses A 3.7.1 to A 3.7.6 of R-Codes Volume 2 remain and apply.*
Acceptable Outcomes		
A4.5.1	Garages which are 50 per cent or less than the width of the lot.	
A4.5.2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

4.7 DEVELOPMENT INCENTIVES FOR COMMUNITY BENEFIT

Additional height stated in Part 2 Clause 1.1, 2.1, 3.1 and 4.1 may be considered depending on the extent of community benefit provided by a proposed development. This is discretionary and would only apply when the development achieves the development requirements set out below.

To calculate the additional discretionary height, the following is undertaken in order:

1. The proposal is assessed against, and must satisfy, all Mandatory Criteria.
2. The proposal is assessed against the Additional Criteria, listed below, and must achieve 50 points to be considered for two additional storeys above the acceptable height or 100 points to be considered for the maximum height listed in Clause 1.1, 2.1, 3.1 and 4.1 of the Village, Cityscape, Urban Frame and Transit Corridor sub-precincts.
3. Where a proposal includes Priority One criteria, this must be satisfied or demonstrate that there is an alternative. Where Priority One criteria is not applicable to the site the proposal may propose a combination of Priority Two and Three criteria.
4. The proposal is assessed against the policy objectives and each sub-precinct's statement of intent to ensure that the additional height and community benefits do not contradict the intent of this policy.
5. The proposal is means-tested against the City of Vincent's Long Term Financial Plan to ensure that the City is financially capable of supporting the whole-of-life costs of proposed new or upgraded community infrastructure item.
6. The decision-maker determines appropriate conditions to ensure the proposal delivers the requirements of the additional and mandatory criteria.



MANDATORY CRITERIA		
1.	A transport analysis supports the additional vehicular movements generated by the proposal. The analysis also includes enhancement of pedestrian and cycle movement within and to the development.	
2.	The development meets the energy efficiency requirements as set out in Clause 4.4.11 of this policy.	
3.	The additional height mitigates adverse impacts to adjoining properties with regard to solar access of outdoor living areas, major openings, solar collectors or spaces such as alfresco areas, outdoor dining and pedestrian arcades.	
4.	A servicing analysis supports the additional demand on infrastructure.	
5.	Retention and enhancement of places of heritage significance (Aboriginal or European) that may be located on the development site or immediately adjacent.	
6.	Provision of landscaping beyond the requirements of this policy. This includes providing 5 per cent more deep soil area or 10 per cent more on structure planting above what is required by Part 4, Clause 4.4.7 and providing double the amount of trees required by Clause A3.3.5 of the R-Codes Volume 2. The additional landscaping is to feature advanced planting on both the podium as well as the storeys above, with evidence of the ability for this to grow and be sustained.	
ADDITIONAL CRITERIA - PRIORITY ONE		**POINTS**
1	Provide a pedestrian laneway at a minimum width of 4m. The provision of a pedestrian laneway is to provide links between the streets listed below and is to be supported by active ground floor uses. Additional Criteria 1 is only available to the lots: • Bounded by Caversham Street and Cheriton Street (north-south pedestrian connection). The connection must provide pedestrian access from Caversham and Cheriton Street in order to provide a pedestrian linkage to Norwood Park. The location of the pedestrian laneways shall be creatively designed by the applicant, with the support of the Design Review Panel. Laneways shall: • Be designed with pedestrians in mind. • Provide comfortable seating to encourage people to stop and stay awhile. • Include landscaping to soften the urban environment and create a more pleasant atmosphere. • Provide lighting to enhance safety and create an inviting atmosphere. • Consider artwork and murals to make the laneway more interesting and engaging. • Include active land uses that address the laneway. • Support the ability to host events and activities.	75
2.	Character buildings that are identified through the Urban Design Study, are retained, integrated and celebrated within the development, with the support of the Design Review Panel. The applicant is to demonstrate why a particular building is significant and should be retained.	50

	ADDITIONAL CRITERIA - PRIORITY TWO	POINTS
3	Public or community infrastructure improvements in the form of streetscape improvements, transport improvement, public open space enhancement, community space and contribution to individual infrastructure item with evidence that the infrastructure is needed and supported within proximity to the development, at the discretion of the City of Vincent. Forms of evidence include a developer-led Community Needs Assessment, or similar. The applicant is advised to refer to 05 The Public Realm - Place Plan to understand which actions are applicable.	10 points per action delivered
	ADDITIONAL CRITERIA - PRIORITY THREE	**POINTS**
4	Applicant has entered into a contract to deliver a minimum 10 per cent affordable dwellings in partnership with an approved housing provider or not-for-profit organisation recognised by the Department of Communities.	50
5	Providing universal access dwellings as follows: • 15 per cent of all dwellings, across a range of dwelling sizes, meet Gold Level requirements as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia) or • 8 per cent of dwellings are designed to Platinum Level as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia) Or A dwelling type identified as a priority by the local government, such as aged and dependent dwellings, one-bedroom apartments, key-worker dwellings, student accomodation or other innovative housing models with evidence that the dwelling type is needed and supported.	30
6	Providing 5 per cent of the site area as public open space, in addition to and pursuant to the requirements of Part 4, Clause 4.4.13.	50
7	Provision of energy efficiency infrastructure that goes beyond the requirements as set out under Clause 4.4.11 of this policy. To be considered the development must meet a one star above the current Green Star rating or equivalent.	30



05 THE PUBLIC REALM - PLACE PLAN

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

The place plan will guide the implementation of all major initiatives in the NCPF area.

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

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

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

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

- Action
- Rationale
- Delivery

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

- Timeframe: Represents when the action is likely to be commenced. This is subject to change and dependent on resourcing and funding opportunities as per the IPRF.

- Lead: Outlines who is responsible for the delivery and/or funding of the action. This can be the City, the Community and/or Private (developer through Development Incentives for Community Benefit).

- Budget: Estimates are included for the delivery of each action. Source: Outlines potential funding sources including FTE resourcing costs, internal funding through capital and/or operational expenditure, and/or external funding opportunities through private development, community benefit, cash in lieu payments and grant funding.

The place plan actions have been organised as per the six priorities of the Strategic Community Plan.

These include:

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

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

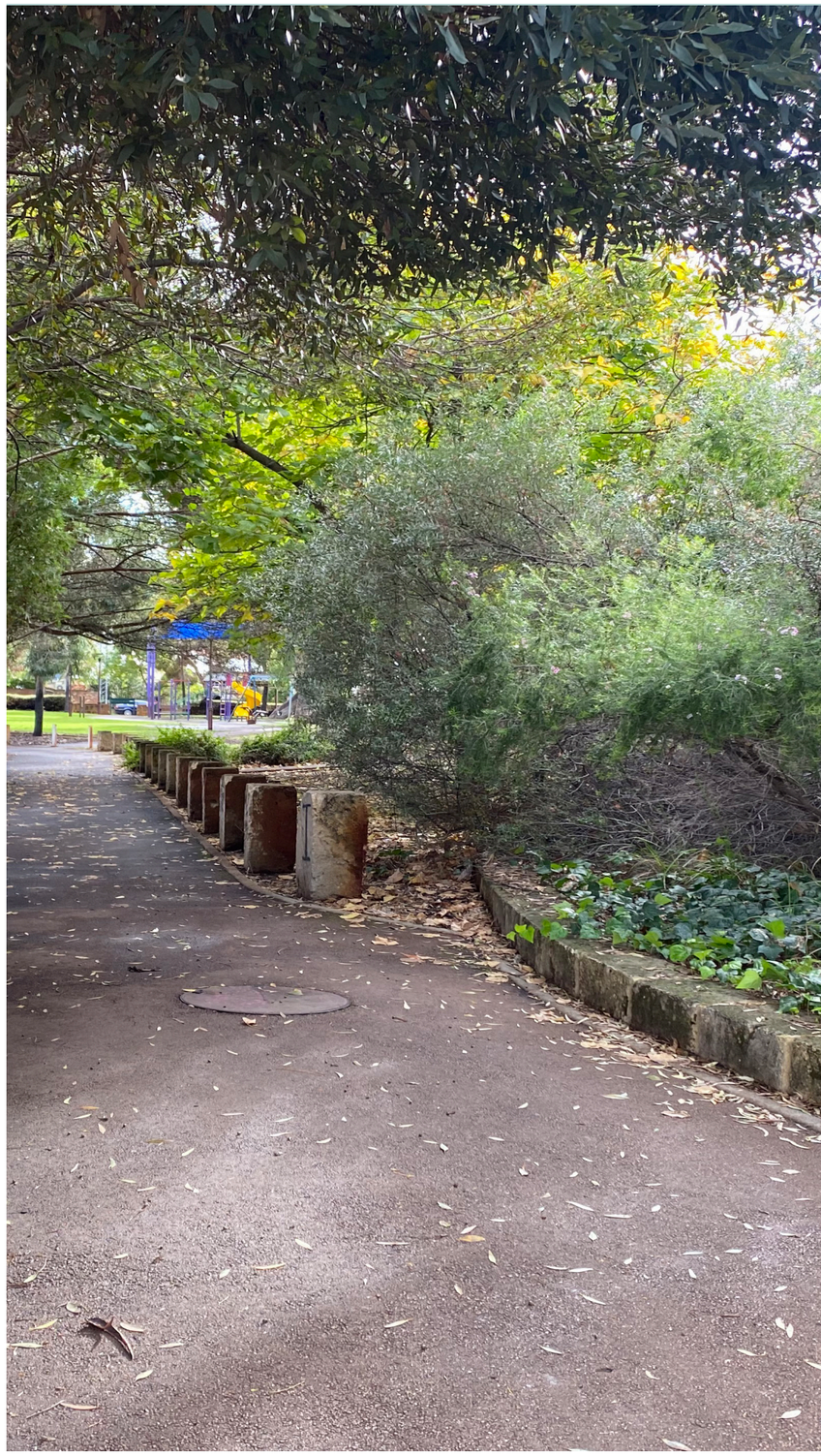
The implementation framework sets out the actions and the delivery of these.

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

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

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

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



5.1 ENHANCED ENVIRONMENT

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

ACTION 5.1.1 ENCOURAGE UPTAKE IN BUSINESS COMMUNITY SOLAR				
Rationale	Current uptake of solar in the business community is low compared to the residential sector. This is primarily due to owners of the properties not being the operator who receives the power bill. Options for tenants are currently limited and in all cases need the building owner's cooperation and permission to proceed. There are a number of options available that can be communicated to business owners and building owners for them to mutually benefit through the installation of solar.			
Delivery	Develop a video communicating the options available to business owners and building owners to mutually benefit through the installation of solar.			
	Timeframe:	2023/24 onwards	Lead:	City
	Budget:	$500	Source:	Internal

ACTION 5.1.2 UNDERTAKE AN AUDIT OF GLADSTONE STREET RESERVE TO DETERMINE AND DELIVER FUTURE AMENITY UPGRADES				
Rationale	Gladstone Street Reserve is the civic heart of North Claisebrook and is a well-used park for local residents, workers and visitors. Playground upgrades were completed in 2022, but an informal accessibility audit of the remaining park facilities has found that fixtures such as the water fountain and internal footpaths require an upgrade. In addition to programming repairs of existing park facilities, there is an opportunity to investigate the feasibility of improving the amenity of the park further through increased seating and inclusion of additional facilities or community infrastructure. This investigation will guide further actions and funding required to enhance Gladstone Street Reserve.			
Delivery	The City of Vincent will undertake an audit of Gladstone Street Reserve to determine a program of amenity upgrades of existing facilities and the provision of additional facilities that could be added to the park in the future. It is anticipated that upgrades identified can be delivered by developers seeking development incentives for community benefit.			
	Development Incentives for Community Benefit, Additional Criteria - Priority Two Developers will have the opportunity to contribute towards upgrades to Gladstone Street Reserve in line with the program developed by Vincent.			
	Timeframe:	2023/24-2024/25	Lead:	City
	Budget:	$100,000	Source:	External



ACTION 5.1.3 IMPROVE AMENITY IN SURROUNDING PARKS AND RESERVES FOR DOG EXERCISE AREAS				
Rationale	The community consultation survey undertaken in 2022/2023 indicated a strong demand for dog exercise facilities. This demand is likely to increase as further development in North Claisebrook occurs. Loton Park is currently the closest dog exercise area to the North Claisebrook precinct, followed by Jack Marks Reserve. Access to Loton Park is hindered due to limited pedestrian crossing opportunities across Lord Street. Furthermore, there are no areas within Loton Park that are fully fenced, making it a safety risk for some dog park users. In lieu of creating another dog exercise area within North Claisebrook, it is proposed that safety, access and other upgrades to Loton Park would address the demand for high amenity dog exercise areas in close proximity to North Claisebrook.			
Delivery	The City of Vincent will identify opportunities for making safety and access upgrades to Loton Park and other nearby parks and reserves to support their use as dog exercise areas. It is anticipated that upgrades identified can be delivered by developers seeking development incentives for community benefit.			
	Development Incentives for Community Benefit, Additional Criteria - Priority Two Developers will have the opportunity to contribute towards the upgrade of dog exercise areas that service North Claisebrook, in line with the program developed by Vincent.			
	Timeframe:	2024/25 - 2025/26	Lead:	City / Private
	Budget:	$80,000	Source:	External





ACTION 5.1.4 INVESTIGATE AND PLAN A GREEN LINK BETWEEN CHERITON STREET AND CAVERSHAM STREET TO BE DELIVERED BY DEVELOPERS IN PARTNERSHIP WITH THE CITY AND/ OR OTHER AGENCIES				
Rationale	There is a strong north-south pedestrian link between Summers Street and Cheriton Street through Norwood Park, however this does not continue to Caversham Street, as Cheriton and Caversham Streets are cul-de-sacs. As a result, pedestrian connectivity between East Perth train station, the northern residential area and the Village sub-precinct is limited and does not follow desire lines. It is proposed that the north-south pedestrian connectivity could be significantly improved with a pedestrian accessway between Cheriton Street and Caversham Street. There is also an opportunity to use this access way to further reinforce Norwood Park as a green corridor or link by extending it to Caversham Street, and therefore increase the limited supply of green infrastructure in the precinct. The mechanisms to deliver this green link can include a partnership with the PTA to upgrade their land or the ceding of land from neighbouring private properties as per development incentives for community benefit additional criteria.			
Delivery	The City of Vincent will investigate partnerships that can be entered into and the feasibilitiy of various mechanisms to establish a pedestrian accessway in the form of a linear park or green link. Vincent will then develop a plan that provides increased pedestrian and cycle amenity and access between Cheriton Street and Caversham Street. This will then be delivered by developers in partnership with the City and/or other agencies.			
	Development Incentives for Community Benefit, Additional Criteria - Priority One Developers of lots bounded by Caversham and Cheriton Street will be encouraged to cede land and contribute towards the establishment of the green link between the two streets, in line with the plan developed by Vincent. **Development Incentives for Community Benefit, Additional Criteria - Priority Two** Developers will have the opportunity to contribute towards the project costs of the green link in line with the plan developed by Vincent.			
	Timeframe:	2025/26-2026/27	Lead:	City / Private
	Budget:	$600,000	Source:	External

5.2 ACCESSIBLE CITY

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

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

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

ACTION 5.2.3 ADVOCATE FOR IMPROVED CONNECTIVITY BETWEEN NORTH CLAISEBROOK AND EAST PERTH

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



ACTION 5.2.4 IMPROVE THE CYCLING ENVIRONMENT WITHIN THE NORTH CLAISEBROOK PRECINCT

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

ACTION 5.2.5 IMPLEMENT VINCENT WAYFINDING SIGNAGE PLAN

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

5.3 CONNECTED AND HEALTHY COMMUNITY

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

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

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



5.4 THRIVING PLACES

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



ACTION 5.4.1 UNDERTAKE A STREET AND LIGHTING AUDIT TO IDENTIFY UPGRADES AND DEVELOP AN IMPLEMENTATION PROGRAM TO BE DELIVERED BY DEVELOPERS IN PARTNERSHIP WITH THE CITY				
Rationale	The North Claisebrook precinct faces challenges with safety and accessibility, particularly at night. This was reaffirmed strongly during all rounds of community consultation undertaken by the City of Vincent to date. A street and lighting audit in collaboration with local residents and business owners will allow officers to develop a program of streetscape upgrades that will better enhance the experience of pedestrians and cyclists in the North Claisebrook Precinct.			
Delivery	Vincent will undertake a street and lighting audit to identify and prioritise upgrades, repairs and modifications to the public realm to improve the safety, access and amenity of the precinct. Vincent will then develop an implementation program that can be delivered by developer contributions combined with the capital works budget.			
	Development Incentives for Community Benefit, Additional Criteria - Priority Two Developers will have the opportunity to contribute towards the costs of projects identified in the Vincent's implementation program.			
	Timeframe:	2023/24-2026/27	Lead:	City / Private
	Budget:	$100,000	Source:	External

ACTION 5.4.2 SUPPORT THE IMPLEMENTATION OF THE VIBRANT PUBLIC SPACES POLICY				
Rationale	Vibrant public spaces are areas in the public realm that support social interaction and community engagement. They are spaces which provide pedestrian amenity and are for everyone to enjoy. Vibrant public spaces are dog friendly and smoke free at all times. The Vibrant Public Spaces policy seeks to facilitate public and private investment in the public realm for the benefit of the community. The Place team can take a stewardship role to guide the implementation of various actions under the policy, whether undertaken by Vincent or by private landowners or business owners.			
Delivery	Support the implementation of the Vibrant Public Spaces policy in the North Claisebrook precinct.			
	Timeframe:	2023/24 onwards	Lead:	City
	Budget:	$0	Source:	FTE

5.5 SENSITIVE DESIGN

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

ACTION 5.5.1 DEVELOP A STREETSCAPE PALETTE TO GUIDE FUTURE PUBLIC REALM UPGRADES DELIVERED BY THE CITY AND/OR DEVELOPERS				
Rationale	Currently, North Claisebrook has an incongruent assortment of urban furniture and colours in place. There is strong community aspiration for North Claisebrook to enhance its unique identity through the branding and design of its public realm. A coordinated approach to this outcome can be achieved through the creation of a streetscape palette. This can then be used for upgrades made to the public realm either by private developers or the City of Vincent.			
Delivery	Vincent will develop a streetscape palette for the North Claisebrook precinct to guide the materials, finishes and street furniture design used in the public realm. This palette will then be used to guide streetscape upgrades that form part of Vincent's works program as well as future streetscape upgrades that arise as the result of new development.			
	Development Incentives for Community Benefit, Additional Criteria - Priority Two Developers will have the opportunity to provide urban furniture and other infrastructure in the public realm in line with Vincent's streetscape palette. This will be based on a needs analysis done for the public realm adjacent to or most closely servicing each development.			
	Timeframe:	2023/24-2025/26	Lead:	City / Private
	Budget:	$100,000	Source:	Internal / External

ACTION 5.5.2 CELEBRATE THE UNIQUE CHARACTER OF NORTH CLAISEBROOK				
Rationale	Claisebrook's transition from an industrial to a mixed use area has created a distinct character that the local community has come to value. There are also a number of properties throughout the Claisebrook precinct which are in consideration for inclusion in the City of Vincent's next Local Heritage Survey. Whilst redevelopment is both expected and encouraged, Vincent's intention is that the character statements formed as part of the NCPF will be given due regard. It is preferred for heritage buildings to be adaptively reused or incorporated into new designs where possible, or for character features to be reinterpreted in new development.			
Delivery	Promote the use of the character intent statements in any upgrades made to the public realm.			
	Timeframe:	2023/24 onwards	Lead:	City / Private
	Budget:	$0	Source:	FTE



5.6 INNOVATIVE AND ACCOUNTABLE

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

ACTION 5.6.1 INVESTIGATE PLACE IMPROVEMENT FUNDING				
Rationale	Vincent's vibrant places and spaces are integral to our identity, economy and appeal. We want to create, enhance and promote great places and spaces for everyone to enjoy. Funding place-based projects is challenging in local governments with limited budgets and high asset renewal costs. Vincent seeks various funding partnerships and grants to support the delivery of place-based projects and trialling new initiatives aligned with town centre place plans. The opportunity exists to investigate the feasibility of implementing different funding approaches to support ongoing delivery of place-based programs and projects.			
Delivery	Investigate different funding approaches to support ongoing delivery of place-based programs and projects.			
	Timeframe:	2023/24 onwards	Lead:	City
	Budget:	$0	Source:	FTE



ACTION 5.6.2 INVESTIGATE OPPORTUNITIES FOR BUSINESS ENHANCEMENT GRANTS				
Rationale	The public realm and visitor experience of the City of Vincent's places are informed by both public and the privately owned land, buildings and the businesses that inhabit them. Enhancements to public land, including planter boxes, parklets, wayfinding signage, bike racks and other street furniture is facilitated through place plans and the Vibrant Public Spaces Policy. To date, there has been no direct avenue to provide financial support to business owners and landlords to make incremental improvements of this nature to privately-owned land and buildings. Business enhancement grants are a cost-effective way to partner with small businesses and spark small-scale incremental improvements that enhance the street appeal, presentation and attractiveness of our town centres and places. Business enhancement grants are proposed to be a matched grant - meaning that for every dollar request, the applicant must put an equal amount (or more) towards the project.			
Delivery	Implement a Business Enhancement Grant in the City of Vincent.			
	Timeframe:	2024/25 onwards	Lead:	City
	Budget:	$10,000	Source:	Internal

ACTION 5.6.3 SEEK FUNDING OPPORTUNITIES FROM THE PERTH PARKING LEVY				
Rationale	A portion of the North Claisebrook precinct lies within the Perth Parking Management Area resulting in the City of Vincent and some private land holders making annual contributions to the Perth Parking Levy (PPL). This Levy is used to fund balanced transport initiatives within the PPMA that support reduced private vehicle use and promote vibrant, active places. The PPL and distribution of levy funds is administered by the DoT. There is an opportunity for Vincent to advocate for transport and public realm improvement projects to the DoT for funding consideration.			
Delivery	Advocate for funding from the PPL and other funding opportunities to deliver transport and public realm improvements in the North Claisebrook precinct.			
	Timeframe:	2023/24 onwards	Lead:	City
	Budget:	$0	Source:	FTE



5.7 IMPLEMENTATION FRAMEWORK

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

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