

CLAISEBROOK ROAD NORTH

COMMUNITY VISIONING WORKSHOP

Saturday, 14 April 2012

WELCOME

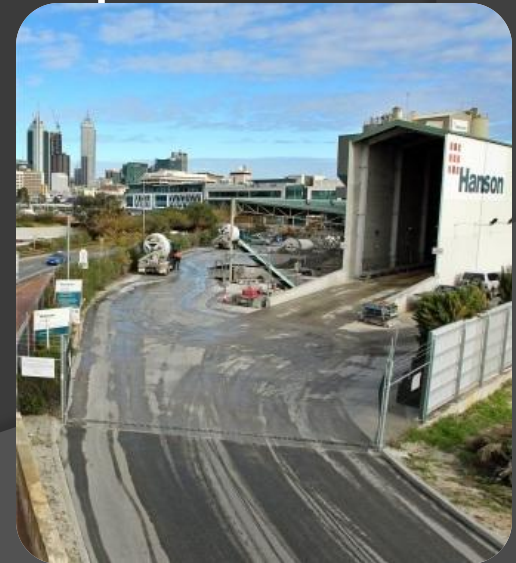
Mayor Hon. Alannah MacTiernan

City of Vincent Councillors



Batching Plants – Hanson and Holcim

- State Administrative Tribunal (SAT) forwarded its recommendations to the Minister for Planning on 15 March 2012
- Scheme Amendment No. 29 was resolved to be discontinued by Council on 10 April 2012



Planning Overview

- Tory Young, Manager of Strategic Planning, Sustainability and Heritage Services.



PURPOSE

- Objective is to ascertain the local community's views and aspirations for the strategic direction of the area of Claisebrook

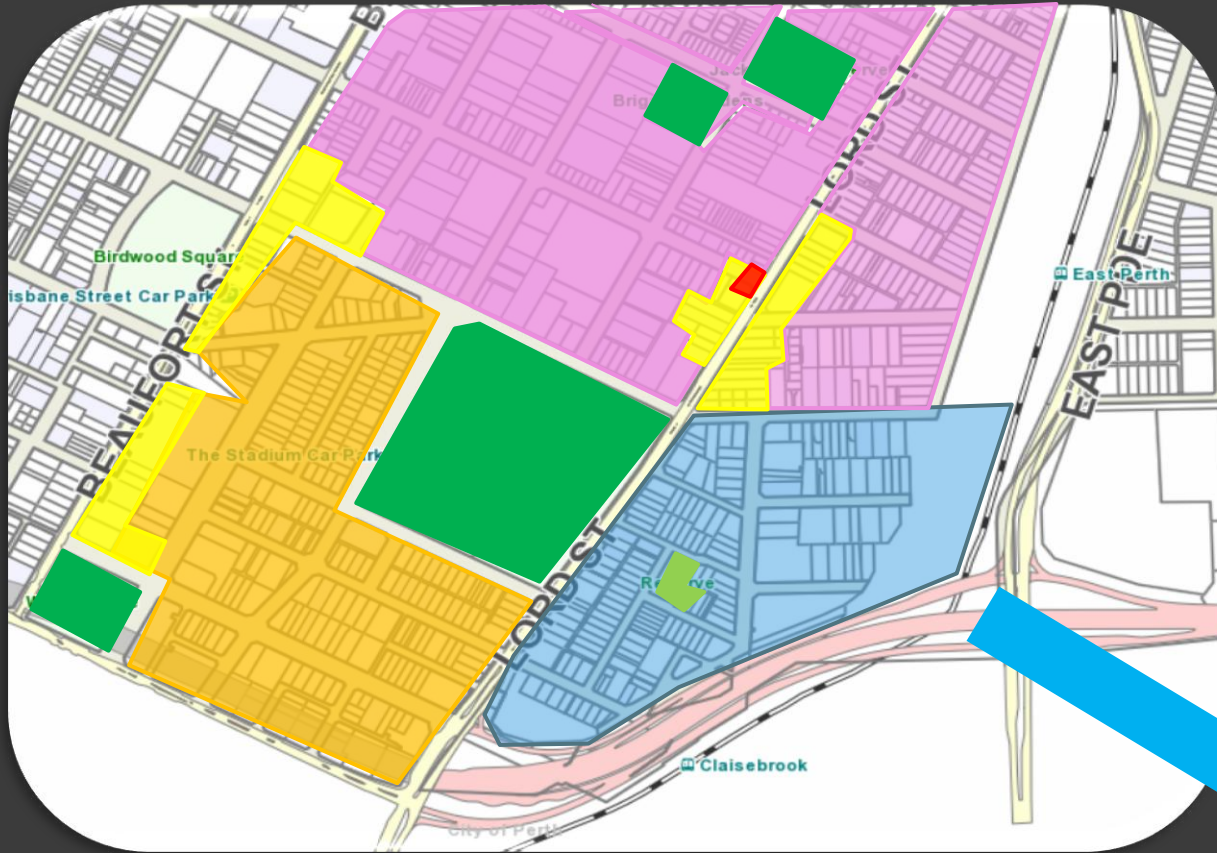


Regional Context



- Zoned 'Urban' under the Metropolitan Region Scheme
- Directions 2031
- Close Proximity to Perth Central Business District
- Graham Farmer Freeway
- East Parade-Primary Freight Rd

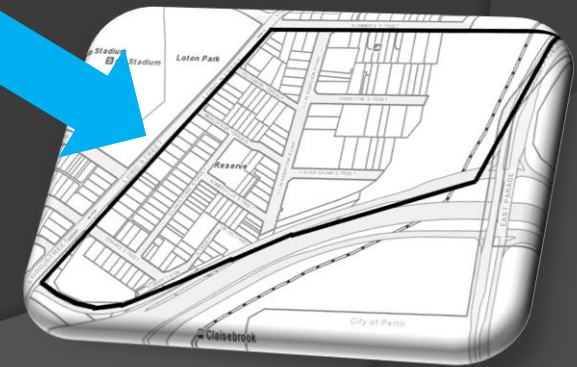
Local Context



Within the Study Area

- Local Planning Scheme- East Perth Redevelopment Authority
- Within the Free Transit Zone
- Within 400 meters to Claisebrook Train Station
 - within 800 meters to Mclver and East Perth Train Station

- Study Area (bounded by Lord Street, Summer Street, Graham Farmer Freeway and Railway Reserve)
- Gladstone Street reserve
- NIB Stadium and surrounding Reserves
- Residential Surrounding
- Commercial
- Residential-Commercial
- Local Centre





Background

1992

East Perth Redevelopment Authority Scheme initiated.



1994

Formation of the City of Vincent



2002

East Perth Redevelopment Authority 'Claisebrook Road North' was normalised back to the City of Perth.



2007

Local Government Boundary change resulting in the 'Claisebrook Road North' Precinct being transferred to the City of Vincent

Session One

Vision



Vincent Vision

- In 2004 the City of Vincent embarked on Vincent Vision 2024, an ambitious project to establish a long range community vision for a new Town Planning Scheme and to guide the strategic direction of the City of Vincent into the future.

- a major community vision
 - five workshops
 - over 500 individuals



- Now Vincent is giving the opportunity for members of the community to embark on a vision for Claisebrook Road North.

Visionary Process

We
Are
Here

Community Visioning Workshop

Saturday, 14 April 2012

Claisebrook Road North Structure Plan Advertising

July-September 2012

Local Planning Strategy, Town Planning Scheme No. 2 and
Local Planning Policies Advertising

Pending consent to advertise from the Western Australian Planning Commission.

Completion of the Town Planning Scheme review and gazettal
of Town Planning Scheme No. 2 and associated documents

Subsequent to adoption for final approval and gazettal from the Minister for Planning.

Opportunities and Constraints

- Transport
- Activity
- Built Environment



Constraints

Built Form

- ◉ Dominating commercial & industrial land uses
 - Some run-down buildings
 - Some Graffiti
- ◉ Lack of street vegetation and poor landscaping
- ◉ Lack of public art
- ◉ Physical barriers



Constraints

Transport

- Lack of safe and adequate facilities for pedestrian movement
 - evident at the entry point from the Claisebrook Train Station Footbridge to Claisebrook Road
- Extremely car oriented
 - One way streets
- Parking
 - On road parking restricting drivers visibility and pedestrian safety



Constraints

Activity

- Compatibility of Land Uses
 - Concrete Batching Plant
 - Hanson
 - Holcim
- Nil night-time activity
 - Security and safety concerns



Opportunities

Built Form

- Reinforce unique character
- Improve the streetscape character
 - Activate street frontages
- Increase the aesthetics of the area
 - Green spaces
 - Public art
 - Identify any heritage significance
- Create a vibrant and active environment
- State owned land



Opportunities

Transport

- Close proximity to the CBD
- Transit Oriented Development
 - Ideal location to promote key principles of Transit Oriented Development due to close proximity to CBD and Two Train Stations. This will reflect:
 - a sustainable design;
 - more pedestrian friendly ;
 - increased activity; and
 - strengthen the character of the area.
- Timed Paid Parking
 - Stop those taking advantage of the *Free Public Transport* area
- Better connectivity



Opportunities

Activity

- The City of Vincent Local Planning Strategy identifies Claisebrook Road North as a key planned growth area.
- *Directions 2031*, states that the central sub-regional population is projected to grow by approximately 29 per cent.
 - housing target for the City is to accommodate an increase of 5,000 dwellings by 2031
- Mix use of activities
 - Establish a night-time economy
- Establish a diverse range of housing
 - Affordable housing



Strategic Objectives - Local Planning Strategy

To promote the principles of Transit Oriented Development through high density mixed use developments in close proximity to the surrounding public transport nodes;

To encourage social diversity throughout the area by encouraging of a range of housing choices and affordability;

To encourage uses that support the local community and encourage the development of Claisebrook Road as a local centre;

To encourage a mix of uses including commercial and residential developments that are compatible with one another;

To encourage employment opportunities within the area through a range of commercial activities;

To provide opportunity for innovation and sustainability through design and construction;

To promote links within the area and between surrounding facilities and infrastructure, including Perth Oval and Claisebrook Train Station;

To encourage the retention and re-establishment of native vegetation in the area to enhance the amenity of the area and to minimise the impact of carbon emissions and the heat island effect; and

To promote the principles of Transit Oriented Development through high density mixed use developments in close proximity to the surrounding public transport nodes;

Questions and Answers



Session Two

Transport



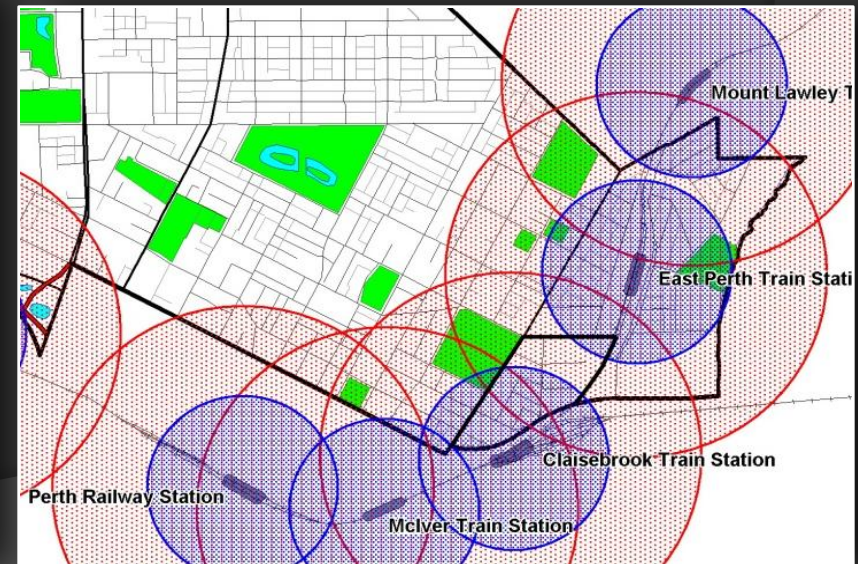
Transport

Train Station:

- Claisebrook Train Station (within 400 metres)
- East Perth Train Station (within 800 metres)
- Mclver Train Station (within 800 metres)

Bus Routes:

- 7 bus routes along Lord Street,
 - making approximately 130 trips on weekdays, 76 trips on Saturdays, and 39 trips on Sundays/Public Holidays.



Transport - Discussion

- Where should the primary precinct access and egress point/s be?
- What provision is needed for cycling and walking?
- How could we improve access to public transport?
- How should parking be managed as part of the new vision?



Session Three

Land Use, Built Form and Public Open Space



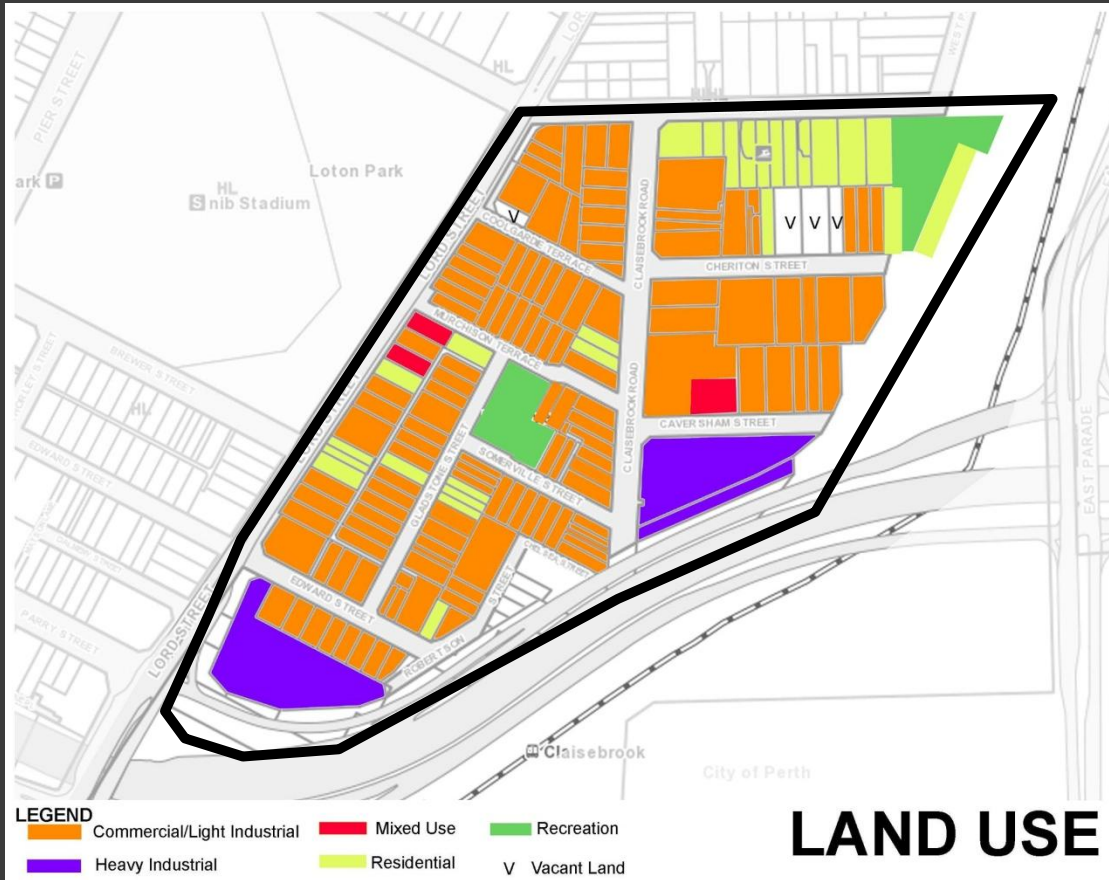
Existing Land Use

Predominant land uses include:

- **Commercial**, including offices and consulting rooms;
- **Residential** dwellings; and
- **Light industry**, including warehouses and workshops;
- **Heavy Industry**, including two concrete batching plants.



Land Use



Public Realm and Open Space

Within the Claisebrook Road North area

- Gladstone Street Reserve,

- Considered to be a local park, and provides an area of passive open space.

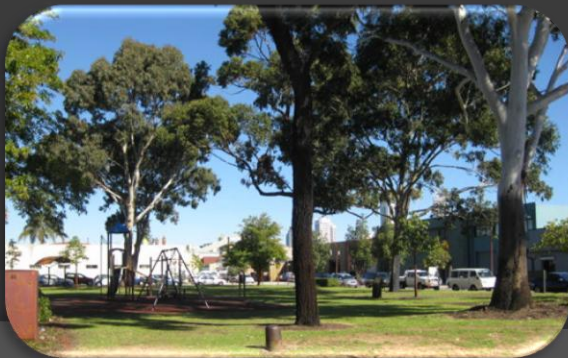
Outside the Subject Area

- NIB Stadium

- Considered to be a Regional Park, and provides an area of active open space.

- Loton Park

- Provides passive open space and tennis courts



Land Use and Built Form - Discussion

- What type of land use is supported in the future – residential, commercial, retail, industrial or other?
- What scale of development is appropriate?
- How do you vision the streetscape?
- Where should the greatest area or hub of activity be focused?



Session Four

Resource Conservation and Implementation



Resource Conservation

Directions 2031-

As a Sustainable City- we should grow within the constraints placed on us by the environment we live in.

- As a community we need to encourage initiatives and strategies reflecting a more sustainable way of life
- Energy
 - Encourage workers to use Public and Active form of Transport
 - High energy efficiency light systems
 - Solar panels
- Materials and Waste
 - Recycle construction/demolition materials
 - Select sustainable material and products (low emission rate, high recycle content)
- Water efficiency
 - Reduce water use
 - Storm water management
 - Water sensitive design



Resource Conservation – *Discussion*

- What approach should be taken to adopting resource conservation initiatives?
- What are the major issues to be addressed in developing the plan?



Implementation

- This visioning workshop is the first step in creating a Structure Plan for the Claisebrook Road North Study Area and part of our Community Engagement Program



Structure Plan
Advertising

Town Planning
Scheme No. 2
Advertising

Local Planning Precinct
Policies Advertising

Implementation- Discussion

- What are the major implementation considerations in transitioning to a new vision for this precinct?



Way Forward

- What comes next?