

CLAISEBROOK ROAD NORTH COMMUNITY VISIONING WORKSHOP BRIEFING PAPER

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1.0 INTRODUCTION

The objective of this Community Visioning Workshop is to ascertain the local community's views and aspirations for the strategic direction of the area, particularly as this area was ceded from the City of Perth to the City of Vincent following the City of Vincent's *Vincent Vision 2024* community visioning process.

By undertaking extensive community engagement with stakeholders from the local community, this will ensure that best practice planning principles in line with community expectations are in place, that when implemented, will significantly improve the form and function of the Claisebrook Road North area into the future.

1.2 Purpose of this Report

This Workshop Briefing Paper has been prepared by the City of Vincent to inform the Community Visioning Workshop. The Paper is a reference document to provide Workshop participants with a greater understanding of the Workshop process, issues for investigation, objectives to be achieved and the expected outcomes.

2.0 SITE INFORMATION

2.1 Location

The Claisebrook Road North area is defined as being within the boundaries of Lord Street to the west, the railway reserve to the east, Summers Street to the north and the Graham Farmer Freeway to the south.

The area is located within 400 metres of the Claisebrook Train Station and 800 metres within both the East Perth and Mclver Train Station.

A site plan is included in Figure 1 (see page 4)



Figure 1: Site Plan



Figure 2 represents the contours of the study and surrounding areas. Each contour line represents 1 metre, which illustrates that the topography across Claisebrook slopes 13 metres.

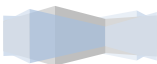


Figure 2: Topography of the Study Area



3.0 PLANNING CONTEXT

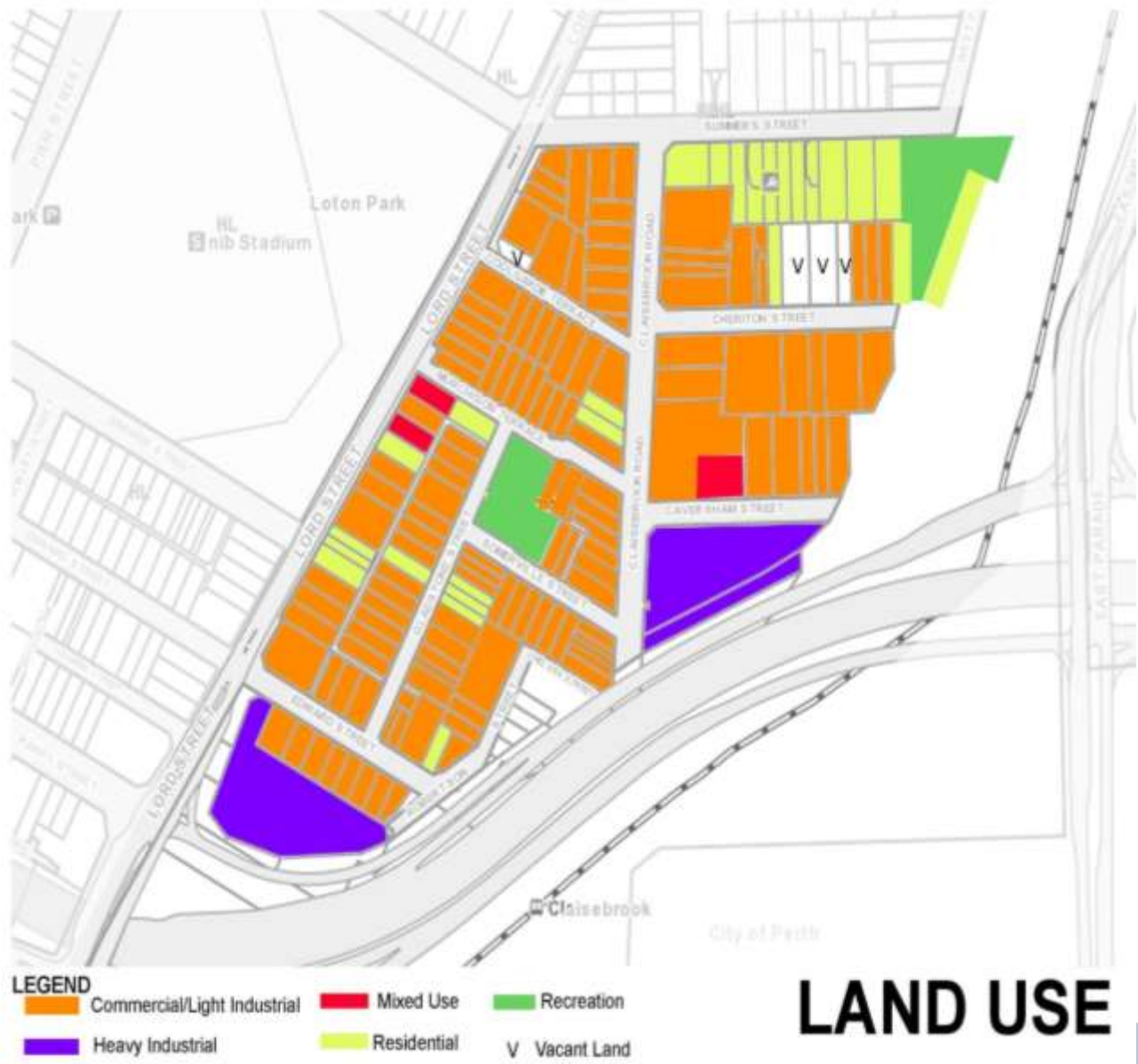
3.1 Existing Land Use and Built Form

There is an eclectic mix of land uses within a 400 metre radius north of Claisebrook Train Station. The current uses are predominately commercial including offices and consulting rooms, light industry such as warehouses and general industry, including two concrete batching plants (the Holcim concrete batching plant and the Hanson concrete batching plant).

Within the Claisebrook Road North area, the predominant land uses include offices, residential dwellings and warehouses.

A land use plan is included in Figure 3:

Figure 3: Land Use Plan



3.2 Zoning

3.2.1 Metropolitan Region Scheme

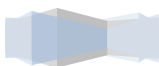
The area is zoned Urban under the Metropolitan Region Scheme.

3.2.2 East Perth Redevelopment Scheme

The Claisebrook Road North area bounded by Lord Street to the west, the railway reserve to the east, Summers Street to the north and the Graham Farmer Freeway to the south, is currently zoned Residential R80 under the East Perth Redevelopment Authority Scheme (as at Stage 1 Normalisation). Notwithstanding this zoning, a mix of uses are permitted under this Scheme.

The surrounding zoning as per the City's Town Planning Scheme No. 1 is included in Figure 4.

Figure 4: Surrounding Zoning



4.0 CONTEXT ANALYSIS

4.1 Locational Context

In its immediate context, Claisebrook Road North is bounded by existing residential development to the north, the East Perth Power Station (under the planning control of the Metropolitan Region Authority – former East Perth Redevelopment Authority) to the east, the nib Stadium (Perth Oval) and mixed use development to the west, and the City of Perth to the south.

4.2 Site Context

4.2.1 Road Access Network

The Graham Farmer Freeway and East Parade are classified as *primary distributor roads*. Primary distributors form the top level network for the urban region and carry longer distance traffic to, from, and across the urban area.

Lord Street is a *district distributor A road*. District distributors carry traffic between different industrial, commercial, and residential areas and link these cells to the primary network.

Summers Street (Lord Street to Claisebrook Road), Claisebrook Road, and Edward Street (Claisebrook Road to Lord Street), have all been identified as *local distributors*. Local distributors carry traffic within a cell and link district distributors at the boundary to access roads. The route of the local distributor discourages through traffic so that the cell formed by the grid of district distributors is free from extraneous traffic. The local distributor carries only traffic belonging to or serving the cell.

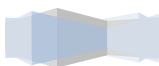
All other roads in the area are considered to be *access roads*, giving access only to abutting properties.

Further to the above, the following road within the subject area has been identified as being a major freight route:

- East Parade – Primary Freight Road, Main Roads Jurisdiction.

4.2.2 Open Space and Recreation

Gladstone Street Reserve (corner of Gladstone and Somerville Streets), provides approximately 2853 square meters of passive open space, within the Claisebrook



Road North area. Considered to be a local park, it provides for local children's play and is a resting place for local residents.

Furthermore, although outside of the subject area, nib Stadium (Perth Oval), located at the corner of Bulwer and Lord Streets, is within close proximity to Claisebrook Road North. Providing an area of approximately 76744 square metres of active open space, it is considered to be a regional park. It is noted however, that Loton Park, which provides passive open space opportunities and tennis courts, is located within this area of public open space.

4.2.3 Pedestrian and Cyclist Access

The dominance of commercial warehouses and workshops within close proximity to the Claisebrook Train Station has served to diminish the pedestrian amenity within the area. This is particularly evident at the entry point from the Claisebrook Train Station Footbridge to Claisebrook Road, in which the original street configurations have been altered to accommodate the Graham Farmer Freeway.

The City is affected by two strategic bicycle plans being the Perth Bicycle Network Plan (1996) and the City of Vincent Local Bicycle Network Plan (2004). Whilst the Perth Bicycle Network Plan has a number of regional objectives, the City of Vincent Bike Plan looks at the provision, improvement and accessibility of the City's bicycle infrastructure.

Local bicycle routes are a series of signed on-road routes (with some off-road shared path components) that connect major trip attractors, such as schools, shopping centres and community facilities. The following designated on-road local bike route exists in the Claisebrook Road North area:

- *NE19 – Leederville to Mount Lawley* - an east-west link, which connects to the principal Shared Path along the Mitchell Freeway to Summers Street.

Principal shared path routes are those created along the passenger railway, freeway and major highway corridors of metropolitan Perth. The primary purpose of these routes is to provide high standard access for the commuter cyclist. The City is bound by three principal shared paths, the following two of which relate to the Claisebrook Road North area:

- the Graham Farmer Freeway; and
- East Parade.

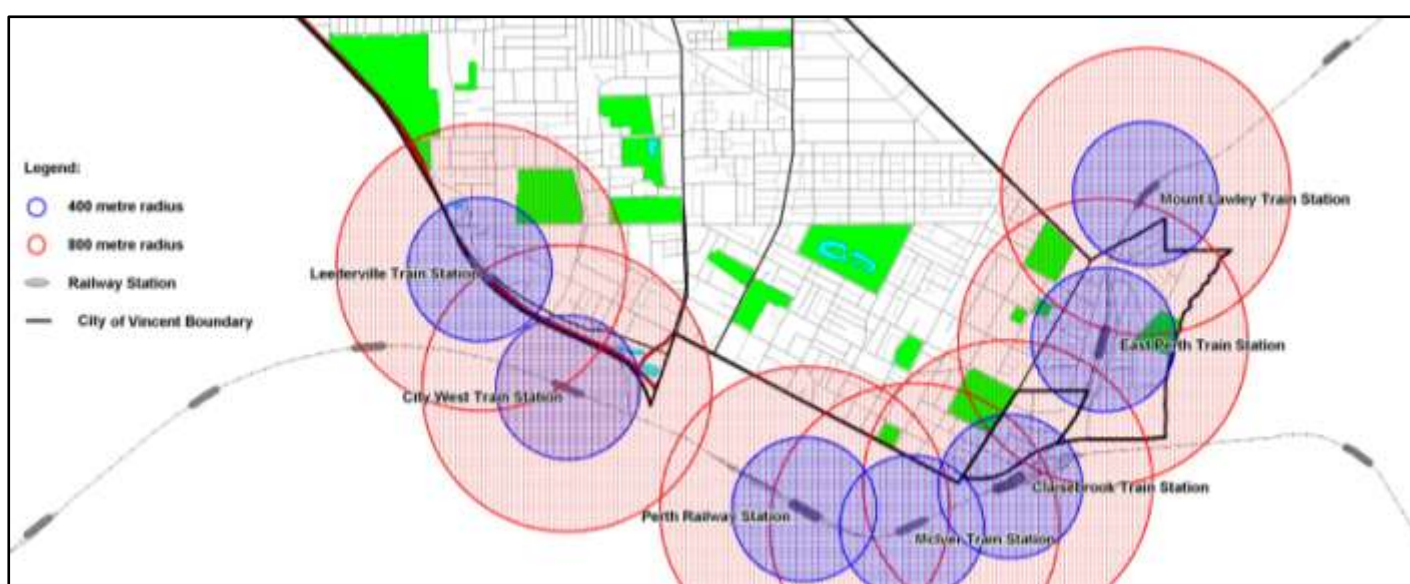
4.2.4 Public Transport

Claisebrook Road North is located within 400 metres of the Claisebrook Train Station and 800 metres of the East Perth and Mclver Train Station.

It is noted that the East Perth Station is a multi-purpose facility. The Train Station is the main railway terminal in the Perth metropolitan area for suburban and interstate trains, and also comprises office space for the Perth Transport Centre.

Refer to Figure 5 for Train Station locations within close proximity to the subject area:

Figure 5: Transit Stations within close proximity to the subject area, including detail of 400 and 800 metre walkable catchments



In relation to bus routes, the City is well serviced by numerous bus routes that radiate out of the Central Business District into the northern suburbs of Perth. The high frequency bus routes mostly travel on the main arterial roads within the City, with these bus frequencies varying depending on the transport route.

In relation to Claisebrook Road North, the only bus routes in close proximity to this area traverse Lord Street. More specifically, there are 7 bus routes along Lord Street constituting 5 bus stops along the site are, making approximately 130 trips on weekdays, 76 trips on Saturdays, and 39 trips on Sundays/Public Holidays.

Refer to Figure 6 for bus stops along Lord Street (see page 11)



Figure 6: Bus Stops along Lord Street



4.2.5 Character and Streetscape

There is a distinct difference in character between the area to the west of Claisebrook Road and the area east of Claisebrook Road.

The western region of the Claisebrook Road North area exhibits a tight structure and presents a continuous built edge to the street. From within this area, there are no views out, and the inward focus is a small park. The area is low and fairly flat, with this topography contributing to the sense of containment. The multiplicity of land ownerships completes its distinctive character.

In contrast, the eastern region of the Claisebrook Road North area is elevated, with extensive views out to the south across the railway, and southwest to the CBD. This area has an open, fragmented character. Larger land holdings and a predominance of warehouse/industrial uses have subsumed the previous residential streetscape character.



