

Town of Claremont Local Planning Strategy and Precinct Structure Plan

Community Engagement Outcomes Report



Document History & Status

**Town of Claremont Local Planning
Strategy and Precinct Structure
Plan**

**Community Engagement Outcomes
Report**

**Taylor Burrell Barnett
Town Planning and Design**

Level 7, 160 St Georges Tce
Perth WA 6000
Phone: 9226 4276
admin@tbplanning.com.au

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Executive Summary

Taylor Burrell Barnett (TBB) has been commissioned by the Town of Claremont (the Town) undertake a Community Visioning process to inform the strategic direction for the Town of Claremont Local Planning Strategy and Town Centre Precinct Structure Plan including preparation of both documents and a Community Engagement Outcomes Report. The primary objectives of the project are to provide the Town of Claremont with a strategic land use planning framework that supports and strengthens the Town’s economy; provides expanded opportunities to the Town’s attractor as a place to ‘live, work and play’ and to reinforce the Town as a destination and service provider.

This Community Engagement Outcomes Report has been prepared to capture the outcomes of the stakeholder and community engagement undertaken to assist in the preparation of a new Local Planning Strategy (LPS) for the Town of Claremont and a Precinct Structure Plan (PSP) for the Claremont Town Centre.

The purpose of this report is to provide a summary of the engagement outcomes to inform the Town’s decision making in relation to the LPS and PSP and to allow stakeholders and the community to understand the outcome of various stages of the engagement process. Consultation and engagement activities have so far included:

- a. A 3-week community survey in April 2021 conducted via Survey Monkey with a link provided on the Town’s website and social media pages. Questions related to the LPS and PSP as well as to the Town’s Strategic Community Plan which sits outside the scope of the LPS and PSP project. 330 responses were recorded in the community survey.
- b. Two Vision Workshops were held in May 2021 at the Claremont Football Club with an open registration available for all members of the Community to attend. The intent of the Vision Workshops was to establish the key values of the community and identify issues and opportunities to be considered during the drafting of the LPS and PSP. In total, 34 members of the community attended over both workshops held. Presentations on the purpose of the study and background technical information regarding the Local Government Area (LGA) and the Town Centre preceded facilitated, interactive workshop activities.
- c. Two Design Workshops were held in June 2021 at the Claremont Football Club with an open registration available for all members of the Community to attend. The intent of the Design Workshop was to seek feedback from the community on preliminary spatial plans and design scenarios developed in response to feedback from the Vision Workshop. In total, 59 members of the community attended over both workshops held. Presentations were given on the opportunities and potential concepts/scenarios (including examples of a range of development typology images) for the Town Centre prior to facilitated, interactive workshop activities
- d. Individual meetings with major landowners in the Town Centre occurred in August 2021. The intent of the individual landowner meetings was to elicit the various land owner visions for the future of their assets in terms of land uses, built form, any amalgamation of lots and potential implementation timeframes for development. A short briefing pack was provided to land owners prior to the meetings based upon the presentations given at the Vision and Design Workshops.

The key consultation and engagement outcomes include:

Engagement Process	Engagement Feedback
Community Survey	<ul style="list-style-type: none"> • Within the Town Centre, some apartment development was supported with most support for the location to be near Stirling Highway up to 5 storeys with some up to 8 storeys. • Low rise apartment development up the 3 storeys was supported near local centres outside of the Town Centre including near Swanbourne and Loch Street train stations. • Retention of heritage buildings and character was noted as important for the future of Claremont. • Strong support was indicated to diversify the economy with diversified land uses including small offices, hospitality and entertainment. • Traffic congestion was a major concern, particularly within the Town Centre and in proximity to some of the schools.

<p>Vision Workshops</p>	<ul style="list-style-type: none"> • General support for focussing the majority of future development opportunities in the Town Centre, with limited development of low scale at the local centres • The vision for the local centres was to sustain the convenience and diversity of services and retain the character of these small centres. • The vision for Claremont Town Centre was to ensure there was a ‘Village feel’ where retention of heritage character yet an increase of vibrancy, activation and choice of accommodation were key drivers to achieving the vision. • The community were keen to see the establishment of green corridors and links including public realm improvements to continue the strong connection to nature within the Town Centre and more broadly across the Town of Claremont. • Movement networks were seen as needing critical attention for all users, but particularly to improve pedestrian connection over Stirling Highway and across the Fremantle rail line.
<p>Design Workshops</p>	<ul style="list-style-type: none"> • Within the broader LGA, it was reiterated that a village feel including activation and diversity of land uses at the street interface and retention of heritage character is key to achieving the vision. • In the broader LGA the local centres and the Claremont Showgrounds were seen as having a role in future development of the Town at an appropriate scale; and consideration of traffic and transport matters. • Scenarios presented at the Design Workshop focused on increased intensity in the Town Centre. This was largely supported with site specific height and built form feedback provided – particularly focusing height along Stirling Highway and in the core of the Town Centre near the existing Claremont Quarter development. • Commercialisation within Mary Street is not supported. Any commercialisation or increase in density that occurs should be limited to the Stirling Highway and Guger Street block ends. • Enhanced public realm and landscaping is necessary in the Town Centre, with particular interest in a bigger more activated and community focussed Town Square on St Quentin Avenue. • Careful consideration of traffic management and improved pedestrian and cyclist amenity needed to be considered as redevelopment occurs. • Favoured future land uses included residential accommodation providing choice for down sizers/empty nesters/young and small households, quality entertainment and food and beverage outlets, a hotel and some serviced accommodation for visitors and tourists, small scale offices for local businesses and community services.
<p>Landowner Meetings</p>	<ul style="list-style-type: none"> • Landowners were interested in opportunities for Claremont that would come through in the Strategy and Scheme and were keen to align. • The prevailing issues associated with global economic fluctuations and the COVID-19 pandemic added an air of caution and highlighted the potential for investment risks in the immediate future, with improved optimism for medium to longer term opportunities. • Landowners were considering where realignment/relocation of roads, lot amalgamation or joint ventures may create potential for improved outcomes for the centre in the future in terms of diversity, sustainability and economic development. • Interest exists for development of residential; hotel and serviced accommodation; small scale offices; character/specialist retail; and food and beverage offerings. • Equity in development opportunities between all landowners was raised in the context on preferred locations for uplifting development yields. • Built form options discussed – consolidated bulky development on concentrated locations verses an option of broader podium with slender towers to maintain view corridors.

In addition to the engagement tasks above, other consultants have conducted surveys and/or stakeholder meetings on community facilities, open space and services, traffic and transport. The findings of all the technical studies will be reported upon in the draft Local Planning Strategy and draft Town Centre Precinct Plan.

Future consultation and engagement activities considering the draft documentation will include Councillor Briefings and Community Open Days.

Community Engagement Program and Participation

So far there has been **442** interactions with the Town of Claremont Local Planning Strategy and Town Centre Precinct Structure Plan Engagement Process



330 completed online Community Survey responses



2 Vision Workshops



34 attendees across the two Vision Workshops



2 Design Workshops



59 attendees across the two Design Workshops



12 Major Landowner Meetings



19 Landowner and Representative attendees across the Twelve Major Landowner meetings

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Section

1.0

Introduction

1.0 Introduction

1.1 Project Scope

Taylor Burrell Barnett (TBB) has been commissioned by the Town of Claremont (the Town) to engage with the community and stakeholders in the preparation of a new Local Planning Strategy (LPS) for the Town and a Precinct Structure Plan (PSP) for the Claremont Town Centre (Town Centre). The scope of services comprises the following tasks:

LPS

- Task 1 – Inception and Background Review
- Task 2A – Community Survey
- Task 2B – Vision Workshops
- Task 2C – Design Workshops
- Task 3 – Preparation of Draft Local Planning Strategy
- Task 4 – Council Consideration and Public Advertising (including Community Open Days)
- Task 5 – Final Local Planning Strategy

PSP

- Task 1 – Inception and Background Review
- Task 2A – Community Survey
- Task 2B – Vision Workshops
- Task 2C – Design Workshops
- Task 3 – Preparation of Draft Precinct Structure Plan
- Task 4 – Council Consideration and Public Advertising (including Community Open Days)
- Task 5 – Final Local Planning Strategy

1.2 Project Team

The Town of Claremont have assembled a project team for the preparation of the LPS and PSP including preparation of supporting technical information. Within the project team, Taylor Burrell Barnett are responsible for community engagement activities including the Community Survey, Vision Workshops, Design Workshops and Community Open Days with the support of Town of Claremont staff to assist in the facilitation. Table 1 outlines the full project team for the LPS and PSP projects.

Table 1: Town of Claremont Local Planning Strategy and Precinct Structure Plan Project Team

Organisation	Role
Town of Claremont	Project Managers
Taylor Burrell Barnett	Town Planning, Urban Design & Community Engagement
EPCAD	Landscape Architecture
Urbaqua	Environment
JDSI	Engineering & Infrastructure

Organisation	Role
Malcolm Mackay	Architecture
Pracsys	Economy and Land Use Analysis
Cardno	Traffic and Transport
David Lanfear	Community Facilities and Public Open Space

1.3 Communications Program

The communications program undertaken for the Community Survey included:

- Publication in the Town of Claremont's quarterly newsletter, Flourish;
- Detail of the Project on the Claremont Your Town, Your Say website;
- Social Media posts on the Town of Claremont social media platforms; and
- Print advertisements in the Post and Western Suburbs Weekly newspapers.

The communications program undertaken for the Vision and Design Workshops included:

- Publication in the Town of Claremont's quarterly newsletter, Flourish;
- Detail of the Project on the Claremont Your Town, Your Say website
- Social Media posts on the Town of Claremont social media platforms;
- Print advertisements in the Post and Western Suburbs Weekly newspapers; and
- Electronic Direct Mail (e-mail) to all Town of Claremont E-Newsletter subscribers.

1.4 Project Background

1.4.1 Project Overview

TBB, in collaboration with the broader project team, have been engaged by the Town to prepare a new Local Planning Strategy and a Precinct Structure Plan for the Town Centre as discussed in further detail below. Feedback received through the community and stakeholder engagement activities will be pivotal in developing both documents in a manner that addresses the Town's requirements under the State Planning Framework whilst taking into account the needs and aspirations of the community.

1.4.1.1 Town of Claremont Local Planning Strategy

The Town of Claremont has engaged TBB to prepare the Town of Claremont Local Planning Strategy to fulfill their requirements under the *Planning and Development (Local Planning Schemes) Regulations 2015*. Every local government is required to prepare an LPS that sets out the local government's long-term planning directions, apply any relevant State or regional planning policies and provide rationale for zonings and other classifications of land under the Local Planning Scheme.

The Town of Claremont's current Local Planning Strategy Clearly Claremont was endorsed in 2010 and with time that has passed and subsequent changes to current and contemporary planning frameworks and outcomes, the LPS no longer serves the future direction for Claremont. The Town has already been taking steps to ensure they are proactive in ensuring they are meeting the requirements of the State Government's plan for Perth & Peel @ 3.5 million by 2050 but need to be prepared should these minimum targets by the State Government change. The Town will continue to be proactive as demographics within the Town change to ensure opportunities exist for people to age in place by downsizing homes and allowing new residents to move into the area. The Local Planning Strategy will provide a vision for the next 10-15 years on the Town's future growth and development and will assist in the review of Town of Claremont Local Planning Scheme No. 3.

1.4.1.2 Claremont Town Centre Precinct Structure Plan

TBB has been engaged by the Town of Claremont to prepare the Claremont Town Centre Precinct Structure Plan that guides the future growth and development of the Town Centre. The Claremont Town Centre is considered a precinct due to the proximity to the Claremont Train Station and given the role of the Claremont area as a Secondary Centre with important retail and employment functions under *State Planning Policy 4.2 Activity Centres for Perth and Peel*. Given the identification of the Claremont Town Centre as a precinct, the preparation of a Precinct Structure Plan is required to guide the future growth and development of the Town Centre.

Section

2.0

Engagement Process,
Outcomes and Analysis

2.0 Engagement Process, Outcomes and Analysis

2.1 Engagement Process and Methods

The process and methods of engagement for the projects is outlined in Table 2 below and will build upon the ideas, values and feedback shared by the community during engagement.

Table 3: Engagement Process and Methods for LSP and PSP

Engagement Task	Date and Location	Purpose and Aim	Format	Whom
Community Survey	Monday 22 March 2021 – Tuesday 27 April 2021	The purpose of the survey was to understand how local residents, business operators and landowners view and use the Town and its facilities, including what ideas and vision they may have for the future. It allowed for preliminary identification of issues, opportunities and areas of specific interest.	<p>A survey was produced with questions requiring either a written or tick-box answer. The survey was structured around key themes of housing growth and diversity; economy and employment; parks and community facilities; movement network and vision.</p> <p>The survey was conducted via Survey Monkey with a link provided on the Town’s website and social media pages.</p>	Residents, Landowners, Businesses
Vision Workshops	Claremont Football Club Wednesday 19 May 2021, 6-8pm Saturday 22 May 2021, 9:30-11:30am	The purpose of the Vision Workshop was to establish the key values of the community and identify issues and opportunities to be considered during the drafting of the LPS and PSP. The outcomes of the Vision Workshop will also feed into design scenarios to be presented to the community at the Design Workshops.	The Vision Workshop involved two exercises. The first exercise involved identifying the key movement, landscape, public realm and environment issues and opportunities; and the second involved identifying the key land use and built form issues and opportunities.	Residents, Landowners, Businesses
Design Workshops	Claremont Football Club Wednesday 16 June 2021, 6-9:30pm Saturday 19 June 2021, 9:30-12:30am	The purpose of the Design Workshop was to seek feedback from the community on preliminary spatial plans and design scenarios developed in response to feedback from the Vision Workshop. Community members are encouraged to provide feedback on the scenarios, which will be further developed by the project team in preparing the draft LPS and PSP documents.	The Design Workshop format included presentations and facilitated exercises using design scenarios drafted from the outcomes of the community survey and vision workshops. The intent of the Design Workshop was to establish “where we want to be” in terms of principles and objectives and “how are we going to get there”.	Residents, Landowners, Businesses

Engagement Task	Date and Location	Purpose and Aim	Format	Whom
Landowner Meetings	Various dates and times in August and September 2021	The purpose of the Landowner Meetings was to elicit the various land owner visions for the future of their assets in terms of land uses, built form, any amalgamation of lots and potential implementation timeframes for development.	Landowners and their representatives were provided a short briefing pack to the meetings based upon the presentations given at the Vision and Design Workshops. An overview on the project was provided then discussion on lots/sites of interest, vision, status of ideas and concepts/development applications were discussed.	Landowners
Community Open Days	TBD	The purpose of the Community Open Days during public advertising of the LSP and PSP is to allow an exchange of ideas and information between the community and the project team.	The community open days will include a series of presentation boards on the draft Local Planning Strategy and draft Precinct Structure Plan to highlight the key inputs, actions and deliverables through the project.	Residents, Landowners, Businesses

2.2 Community Survey

The survey was open for responses for a period of 3 weeks (9 April 2021 – 27 April 2021). A total of 330 completed surveys were received via Survey Monkey. The survey consisted of 30 questions, 6 of which were related to the details and demographics of the respondents. Questions 7-14 were related to the Strategic Community Plan which falls outside the scope of TBB and have not been included in outcomes analysis. Questions 15-30 related to the key theme areas to guide the vision for the Local Planning Strategy and Precinct Structure Plan. A copy of the survey questions can be found in Appendix A.

2.2.1 Summary and Analysis of Outcomes

A summary and analysis of the key themes and messages that have emerged through the online survey is summarised in Table 4 below. This feedback was used to inform the rest of the project engagement activities and ultimately assist in the development of the draft LPS and PSP. It should be noted that the summary below does not include all responses received however the full extent of feedback provided in the survey responses will be taken into consideration in the preparation of the LPS and PSP.

Table 4: Community Survey Outcomes Survey

Key Theme	Outcomes
Housing Growth and Diversity	<ul style="list-style-type: none"> • Respondents were asked to identify what type of housing should be allowed in the Town to achieve the State Government's density requirements and where they thought this should be located. A number of dwelling and built form typology examples were provided and various potential locations were identified. Multiple options could be picked. <ul style="list-style-type: none"> ○ Within the Claremont Town Centre, the 3 housing types which received the most support were apartments up to five storeys (62% of respondents); apartments up to eight storeys (58%) and apartments up to three storeys (54%) ○ Adjacent to Stirling Highway, the 3 housing types which received the most support were apartments up to three stories; apartments up to five storeys; apartments up to eight storeys and single or double storey grouped dwellings (townhouses). ○ In Local Centres and near Railway Stations the housing types which received the most support were low rise apartments (up to three storeys) and single or double storey grouped dwellings (townhouses). 86% of respondents picked granny flat/ancillary accommodation. Of particular note, 89% of respondents selected single or double storey homes on lots greater than 500m².
Economy and Employment	<ul style="list-style-type: none"> • Respondents were asked to identify features that they thought would best attract businesses into the Town Centre and Claremont as a whole. The responses received generally fall into 6 broad themes – accommodation affordability; built form; community; land use; movement and public

Key Theme	Outcomes
	<p>realm. The words or phrases that were repeated the most in the responses received have been summarised below.</p> <ul style="list-style-type: none"> ○ Affordability: Council rates, cheaper rent and rental subsidies, need increased foot traffic, more reasonably priced eateries, reduce red tape (whilst this was identified as a general theme it is unlikely that the LPS or PSP will have much influence over this aspect) ○ Built Form: Retain heritage character, greater density along Stirling Highway ○ Community: Family catered events, community engagement, family entertainment venues ○ Land Use: Facilitate more retail and mixed-use developments, longer opening hours, more hospitality venues, café strips ○ Movement: Free parking, location, connectivity, reduced traffic, accessibility, more public transport ○ Public Realm: Pedestrian only foot paths and streetscape development, public use facilities, maintaining suburb character <ul style="list-style-type: none"> • Respondents were asked to identify what they thought were barriers to doing business in the Town Centre and Claremont as a whole. The responses received generally fall into 4 broad themes - too expensive; traffic congestion and poor traffic flow; low levels of foot traffic; and concerns around policy red tape • Respondents were asked to identify the locations where business should be located. A number of locations within the Town of Claremont were identified and multiple options could be selected. Of the responses received, the top three locations selected were, the Claremont Town Centre (90% of respondents); Adjacent to Stirling Highway (72%); and Local Centres (e.g., Loch Street, Swanbourne) (63%). • Respondents were asked to identify any new businesses they would like to see in the Town of Claremont. The responses received were very varied but the most frequent responses included: <ul style="list-style-type: none"> ○ Hospitality (alfresco dining; late night dining options; wine bars; takeaway spots; affordable dining); ○ Retail (Men's Clothes; Budget Department Stores; Grocers; Bulky Goods Stores; Op Shops) ○ Community (Entertainment; Art Gallery, Cinema, Theatre; Community Centres; Swimming Pool; Health Care Services; Government Services; Places of Worship; Activities for Seniors); and ○ Accommodation (Hotel)
Parks and Community Facilities	<ul style="list-style-type: none"> • Respondents were asked to identify the community facilities they have used in the last 12 months. Most of the Town's parks and community facilities had been used by more than 50% of respondents in the past 12 months. Multiple answers could be given: <ul style="list-style-type: none"> ○ Claremont Community Hub and Library (55%) ○ Claremont Aquatic Centre (49%) ○ Lake Claremont Golf Course (31%) ○ River Foreshore (79%) ○ Lake Claremont (78%) ○ Walking Trails (57%) ○ Parks (87%) ○ Other (8%) • Respondents felt parks and community facilities were close to the home or work; provided good shade and shelter; and were accessible. Only 60% of respondents felt community facilities were safe and secure. • A question on what could be improved within parks and community facilities gained a broad range of opinions and specific concerns with 42% of respondents selecting other and specifying their ideas for improvement. 47% of people believed the number for shade trees and shelters to protect from the sun and rain needed to be improved.
Movement Network	<ul style="list-style-type: none"> • Respondents were asked about the mode of transport they to use within the Town of Claremont. <ul style="list-style-type: none"> ○ 68% of respondents are either irregular users of public transport or do not use it at all (28% once a month; 26% less than 5 times a year; and 14% never). 32% of respondents were regular users of public transport (18% once a week; 13% daily) ○ 53% of respondents believe the walking and cycling infrastructure is performing well/excellently with only 1% suggesting the performance was terrible. • Respondents noted the two most important matters to address when planning for the future of the movement network within the Town are improved connections to walk and cycle through footpath / cycle path upgrades; and improved safety of the network through separation from cars, additional street lighting and similar. <ul style="list-style-type: none"> ○ Most respondents suggest car parking is sufficient to meet the current demand but provided comments that access to car parking can cause traffic congestion impacts. If additional parking was provided, respondents believe it should be adjacent to railway corridors and along transport corridors.

2.3 Vision Workshop

Vision Workshops were held with members of the community and key stakeholders, the outcomes of which will inform the project going forward. An overall summary of the Vision Workshop outcomes and conclusions is contained in section 3. The workshop processes, exercises and general feedback is provided below. Two Vision Workshops were held for the Local Planning Strategy and Precinct Structure Plan – the first on Wednesday 19 May 2021 and the second on Saturday 22 May 2021. The workshops were facilitated by Taylor Burrell Barnett and the Town of Claremont and held at the Claremont Football Club.

2.3.1 Vision Workshop Agenda

The format of the Vision Workshops was:

1	Welcome
2	Introduction <ul style="list-style-type: none">• Project Overview and Timeline• Project Team Roles and Responsibilities• Workshop Purpose and Agenda• Planning Framework Background
3	Exercise 1 – Movement, Landscape/Public Realm & Environment <ul style="list-style-type: none">• What we know so far• Background information• Discussion questions• Group feedback
4	Exercise 2 – Land Use & Built Form <ul style="list-style-type: none">• What we know so far• Background information• Discussion questions• Group feedback
5	Wrap Up and Next Steps

The agendas for the Vision Workshops can be found in Appendix B.

2.3.2 Vision Workshop Attendees

In total, 34 members of the community attended over both workshops held – 20 attendees on Wednesday night and 14 attendees on Saturday morning. Staff from the Town of Claremont and the Taylor Burrell Barnett also attended the workshops.

2.3.3 Presentation

A complete copy of the PowerPoint presentation delivered at the Vision Workshop is included in Appendix C. A summary of the presentation is provided below.

David Vinicombe from the Town of Claremont opened the Vision Workshop and welcomed attendees.

Karen Hyde of Taylor Burrell Barnett provided an overview of the project team, the scope of the project. Karen explained the purpose of the Vision Workshop, and provided an outline of the structure of the Vision Workshop and the different exercises required to be completed. Karen then presented background information on the Planning Framework relating to the project.

Karen introduced Exercise 1 by presenting an overview of how the exercise would run and then providing information on the background information related to the exercise themes of movement network, landscape, public realm and environment. Attendees were then given 30 minutes for facilitated discussion based on guiding questions related to the exercise themes. Finally, groups presented their discussion outcomes to the rest of the workshop.

Ben De Marchi of Taylor Burrell Barnett introduced Exercise 2 by presenting an overview of how the exercise would run and then providing information on the background information related to the exercise themes of land use and built form including examples of built form outcomes that may be appropriate within the Town of Claremont. Attendees were then given 30 minutes for facilitated discussion based on guiding questions related to the exercise themes. Finally, groups presented their discussion outcomes to the rest of the workshop.

2.3.4 Vision Workshop Feedback

The attendees were divided into groups (four groups on Wednesday and three groups on Saturday) and seated at separate tables. Each table had a facilitator from the project team. During the Vision Workshop, attendees were requested to provide feedback based on the guiding discussion questions which are detailed in Table 5 and Table 6. The outcomes listed in Tables 5 and 6 are a recording of the varying feedback received on the day without any weighting provided to each comment. Scanned exercise sheets from the Vision Workshop are attached in Appendix D.

Table 5: Vision Workshop Wednesday 19 May Feedback

Discussion Question	Feedback
<i>Exercise 1</i>	
Where do you see key movement network opportunities?	<ul style="list-style-type: none"> • More cycle crossings over the railway are needed and better north-south cycle connections. The east-west cycle ways are good. • Bay View Terrace movement hierarchy needs to be considered. It is a central link and movement area for the Town, however careful consideration needs to be given to all modes of transport (vehicles, cyclists, pedestrians). • Pedestrian priority needs to be addressed on St Quentin Avenue and Bay View Terrace for safety and to support retailers. Traffic calming/speed control measures would help support a strong Town Centre pedestrian focus. • Bus movement – in particular the location of stops and lack of embayment – creates traffic issues. • Parking within the Town is sufficient. • The Town of Claremont is fairly walkable but could be improved with improvements to safety, signage, paths and shade canopy from more trees. • The existing train station and surrounding area isn't considered functional or safe – particularly at night. • The link between the train station and Bay View Terrace should be improved/prioritised. • The movement of ride-share services within the Town and how these are treated in the future is important. • Electric car parking opportunities should be investigated to provide forward thinking options. • Crossing across Stirling Highway is problematic and requirements some kind of improvement, especially near the Town Centre. • The Town needs to take a holistic approach to traffic management considering the prominence of the school; retail; and major residential developments (currently built and those to be built in the future). • Crossings to across Guger Street to the Claremont Train Station are poor. • Parking design and traffic management around the schools is required to improve pedestrian and cyclist safety.
Where do you see key landscape/public realm (e.g. The streets) opportunities?	<ul style="list-style-type: none"> • More local species should be used – particularly in place of London Plane trees and trees that create high leaf litter. • Supportive of a green canopy and a green link between the lake and river but the scale of the link must be appropriate. • Lake Claremont provides excellent landscape and public realm amenity. • Foreshore species management is important to ensure invasive plant species do not harm the landscape. • There are issues with the continuity of the streetscape that should be addressed. • Large, shade providing canopy trees should be used through the public realm. • The landscape should be used to act as a visual and sound barrier. • Bay View Terrace public realm needs to be addressed because Bay View Terrace needs to succeed for the rest of the Town Centre to succeed. • Laneway activation needs to be reviewed to ensure laneways are more than just wind tunnels. • Opportunities exist within St Quentin Avenue to improve the public realm. • The powerline along the train line creates visual amenity impact. • The whole Town should undergo significant greening with value placed on the retention of existing trees. • The Stirling Highway edges need improvement.
Where do you see key environmental opportunities?	<ul style="list-style-type: none"> • Walks along river to cliffs at base of MLC / CCGS. • Rainwater hubs and grey water reserve should be considered. • The Town needs to ensure it promotes water sensitive urban design. • Access to the foreshore and river could be improved. • Activation around the foreshore and Lake Claremont would improve enjoyment of natural environment. • Ensure there are trees which can support bird habitats. • Ensure deep soil zones within development areas.

Where do you see key public open space (e.g., Parks) opportunities?	<ul style="list-style-type: none"> • The quantity of public open space is good but needs to be protected. • Consider opportunities for increased facilities in POS such as community garden or picnic tables (i.e., at Alex Prior Park). • Negotiated access to private open space such as MLC, CCGS and Scotch College would further improve residential amenity. • Investigate opportunities to open cafes on the green/golf course. • Create pocket parks. • When redevelopment occurs, sites should provide small but useable public space with the development. • The tranquillity and natural qualities of the public open space need to be respected and protected, particularly along the river foreshore.
Do you wish to identify any principles for future planning?	<ul style="list-style-type: none"> • Consider the movement network to try and support more activity and activation of the streets – particularly in the Town Centre. • Support cycling & pedestrian movement. • Appropriate landscape needs to be selected for specific location of built form & natural concept. • Balance of on-site planting areas when sites get redeveloped. • Provide spaces that create focus places for locals.
<i>Exercise 2: What do you see as the key land use and built form opportunities...</i>	
...within the Claremont Town Centre?	<ul style="list-style-type: none"> • Bay View Terrace should be central to development of the Town Centre. • Mixed use should be promoted with careful consideration of where activation starts & finishes. • Small business needs to be part of mixed use not just cafes. • An Indoor / outdoor Theatre/Cinema should be considered on Adairs Site/Stirling Street. • The number of internalised malls should not be increased. • Keep street patterns how they are. • Ensure universal access. • Consider opportunities around the railway line for development. • Bay View Terrace should be considered as a sub-precinct for Town Centre planning to address activation, movement and built form. • The Stirling Highway fringe of the Town Centre is an area of opportunity. • Freshwater Parade provides a good example of built form scale appropriate for Claremont. • The Claremont Quarter public realm needs to be opened up and feel more public than private. • Surface car parks in the Typika area need redevelopment. • Claremont should have a restaurant precinct to encourage night time activity and surrounding residential would assist to facilitate that outcome. • The Claremont Crescent area needs to be intensified and made more consistent. • Limit redevelopment in Mary Street to the northern end where the existing flats are to ensure the heritage values are retained. • Leura Avenue car parks provide space for intensification. • A community hub should be built to expand on the library location and capitalise on the green space. • The Town Centre should be activated with a theatre and more cultural activities (possibly on the Typika site). • From Freshwater Parade down to Typika should be cobbled. • Development shouldn't occur in a piecemeal fashion but rather be coordinated. • Heritage protection is critical, however should be considered how heritage can be restored with development above. • The Town Centre is lacking in short term accommodation and commercial office space.
...around train stations?	<ul style="list-style-type: none"> • The Goods Shed area needs a better crossing. • Universal access to the station is a problem. • More could be done around the Swanbourne and Loch Street stations including higher density housing. • Is there any future possibility to gain opportunity through sinking of the rail line? • A broader mix of uses around the train stations should be promoted. • No development should occur on top of the shops in Swanbourne.

<p>---around local centres?</p>	<ul style="list-style-type: none"> • Swanbourne Village Centre is great as it is – shouldn't be changed. • Aged care development should be considered near Local Centres (Swanbourne, Loch Street, Ashton Avenue). • Ashton Avenue would be most appropriate developed to 3-4 storeys. • Redevelopment should occur around the Swanbourne shops. • Claremont Square (Davis Road) should be enlarged. • Loch Street Station Precinct provides an opportunity for future growth.
<p>Are there any additional areas you think should be identified for residential or non-residential development?</p>	<ul style="list-style-type: none"> • What will happen to the Claremont Showgrounds? • Opportunity may exist with Showgrounds Station. • Areas are needed for off the water facilities for the boating fraternity. • Facilities or improvements linking to the river as a destination could be useful. • A community-based use in the Showgrounds could provide an opportunity for day to day use of the Royal Agricultural Society area. • Density should be considered around Claremont Park – particularly the bowling club. • Claremont needs more housing, land use and built form diversity. • Davis Road should be considered for additional density. • Redevelopment could occur along Graylands Road and Ashton Avenue edges of the Showgrounds. • More community assets and facilities should be considered within the Showgrounds. • Built form should consider stepped increases in height and development form to provide transition. • Materiality is important for developments to respect Town character.
<p>Do you wish to identify any principles for future planning?</p>	<ul style="list-style-type: none"> • Respect heritage where important and of heritage value but needs to be well purposed. • Focus density & intensity on Town Centre. • Think about places to meet / use of verges in suburbs. • Increased development needs proper pavements. • Materiality to be appropriate. • Landscaping balance to density. • Day/night economy in town centre. • Creating community/hubs. • Limit offer of parking on-site. • Bikes / Electric cars to be encouraged at destinations. • Opportunity for youth-based facilities (skate parks etc). • Housing diversity within guidelines, appreciate the character and heritage. • Be careful to not have too much height around schools. • Provide publicly - accessible space on sites above 6-storeys.

Table 6: Vision Workshop Saturday 22 May Feedback

Discussion Question	Feedback
<i>Exercise 1</i>	
Where do you see key movement network opportunities?	<ul style="list-style-type: none"> • Consider reinstating the tram along Bay View Terrace. • Investigate if there is an opportunity to use the jetty for water taxis. • Consider 2-way vehicle movement on Bay View Terrace to improve accessibility and activity. • Investigate what makes residents heavily reliant on private vehicle movement. • There is very poor vehicle access into centre and traffic congestion is particularly problematic. • Cycling is dangerous around centre in particular and roundabouts exaggerate safety concerns. • Times Square parking is underutilised. • Query: what is going to happen in the area where there was parking north of rail line? • Parking is always available in centre which is very important for support of retailers. • Improve the pedestrian crossings to and over Stirling Highway. • Improve the connectivity to neighbouring local government areas. • Create a destination for tourists. • Walkability within the Town needs improvement, particularly for students before and after school. • The bike network links need to be improved and factor into consideration that cycling is for recreation/exercise as well as commuting; include separation of pedestrian and cyclists; and consider safe options for the difference in user groups from children through to professionals. • Safety around and at the train station needs to be improved. • The movement network to Claremont Lake (particularly the south) is disconnected. • The north-south connection across the Claremont train station needs to be improved particularly for safety. • Rat running is a problem in the Town Centre. • The Town Centre should be pedestrianised. • There shouldn't be an ability to turn right across Stirling Highway into the Town Centre area where there isn't an intersection (i.e., Hungry Jacks).
Where do you see key landscape/public realm (e.g. The streets) opportunities?	<ul style="list-style-type: none"> • Bay View Terrace canopy trees introduced 10 years ago have not grown as promised and obscure retail signage. Canopy trees are imported the Town's tree canopy should be improved – particularly along Stirling Highway. • Street lighting can be an issue in incidental area. • Massive improvement needed for a 'Gateway' into the Town. • Public artwork should be increased and improved. • Greening of the Town needs to occur with higher levels of planting including deciduous trees to offer a canopy. Within the Town Centre the Bay View Terrace and St Quentin Avenue trees are good but the west end of St Quentin Avenue needs more trees. • Public realm opportunities to be considered for St Quentin Avenue should include eateries; greening and activation. • The Typika site needs to be beautified as it creates an unsafe environment with anti-social behaviour. • Different street treatments should be used throughout the Town to improve the movement network and public realm. • Improve the streetscape amenity and walkability of the Town using landscaping to provide a nicer public realm. • Take advantage of Freshwater Parade as connector for pedestrians / bike.
Where do you see key environmental opportunities?	<ul style="list-style-type: none"> • Must use the right tree species and ensure they match their location especially in residential streets. • Urban tree canopy is very important and needs to be further development. • Concern over native trees removal from Railway Parade. • Protect Flora & Fauna attributes in Town – i.e., Lake Claremont. • A diverse mix of landscaping should be used in Town public spaces.

	<ul style="list-style-type: none"> • Sustainability and climate change needs to be addressed as a whole Town. • The Town should supply a recycling depot and/or recycling bins in public areas. • Improve landscaping in particular in the Town Centre and on St Quentin Avenue with more trees and planter boxes. • Tree species masterplan for the Town of Claremont. • Vertical gardens should be promoted in new developments and within the public realm.
Where do you see key public open space (e.g., Parks) opportunities?	<ul style="list-style-type: none"> • Mrs Herbert's Park is great and is one of many great assets at the Claremont river front. • Hatchet Park is really well used. • There is opportunity within the Heritage Precinct at Roberts Park. • The North-East end of Lake Claremont is underutilised; could include more facilities for teenagers and is currently poorly lit. • Public open space design needs to ensure an inclusive space which provides amenity and activity for all. • Opportunities for teenagers within the public open space are limited and should be addressed. • Use park near Town of Claremont offices for opportunities for teens & students. • There are strong connections between the parks and the river which should be continued. • Claremont Park works well but more seating could be great from concerts and school events. • Improvements to foreshore access and amenity would see these areas utilised even more. • A new boardwalk from west of Christ Church through to Peppermint Grove should be considered.
Do you wish to identify any principles for future planning?	<ul style="list-style-type: none"> • Bay View Terrace is losing activity and has become a 'dead' zone, potentially due to one way traffic. • Stirling Highway widening may be an issue to encouraging more private vehicle use and creating more traffic congestion within the Town. • Appropriate trees need to be used in appropriate places. • Improve footpath quantity to improve connections and link to destinations – not just widen existing footpaths. i.e., walk trails. • The Town Offices should be in the Precinct Structure Plan area. • Access to Claremont Lake needs to be improved. • Safe crossings need to be created through the Town to support pedestrian and cyclist movement including students. • More land use opportunities should be investigated and supported such as a cinema or hotel.

Exercise 2: What do you see as the key land use and built form opportunities...

...within the Claremont Town Centre?	<ul style="list-style-type: none"> • The Bunnings site, Adairs site and the Typika site are identified as presenting key redevelopment opportunity within the Town Centre. • Land use composition needs to support more activation within the Town Centre particularly to ensure night time activity is brought into the Town. • Bay View Terrace should be the primary focus for improved activation within the Town Centre as it currently is underutilised with many empty tenancies. • The Town Centre is considered to be very retail focused/dominated – particularly high-end retail – and a wider diversity of land uses are required to improve the amenity and activity within Claremont. • Night time activity needs to be facilitated – but for mixed ages – not just youth. • Stirling Highway within the Town Centre area is ideal for development intensity. • Higher density development should be contained within the Town Centre primarily with some additional density in Local Centres and near train stations. • The Town Centre land use is very retail based and needs to expand offerings (opportunities for micro-businesses; shared office spaces etc.). The Town Centre is losing its character and personality through the introduction of large trader tenancies as opposed to promoting Claremont as a location for small businesses. • There is a lack of food and beverage opportunities within the Town Centre, particularly outside of Claremont Quarter. • Investigation into temporary pedestrian role in the Town Centre through the use of bollards should occur to facilitate temporary alfresco dining activity; increased capacity, flexibility and innovation; and to activate the area.
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	<ul style="list-style-type: none"> • The Town Centre needs more family friendly land uses. • Height in the Town Centre should be restricted to 6 storeys. • The Town Centre is currently very internalised and enclosed – open things up for activation. • Heritage considerations should be central to built form development. • Mary Street needs to have the heritage considerations respected in any adaption but the character should not be lost. • Consider opportunities for innovative activation (i.e., rooftop cinema). • More children’s play areas and run around spaces are needed within the Town Centre. • Any development around heritage shops should have their facades retained with development above well setback. • There needs to be control of development heights – the community expect density and development to be delivered without variation.
...around train stations?	<ul style="list-style-type: none"> • Support residential around train stations with increased height – especially around Swanbourne Train Station. • Increased traffic and car use could still be an issue. • Areas around train stations are lacking activation. • Swanbourne Train Station need traffic calming and management of conflicts in school hours. • A soft façade should be retained around the Swanbourne Train Station. • Stepping in the built form should occur up the hill near Swanbourne. • Materiality should respect surrounding heritage.
---around local centres?	<ul style="list-style-type: none"> • Swanbourne Village already has its character – keep character redevelop as a village with shops etc. below. • Ashton Avenue Local Centre could have a parklet and has more opportunities.
Are there any additional areas you think should be identified for residential or non-residential development?	<ul style="list-style-type: none"> • No – the focus should be on train stations and centres. • The boundary of the Town Centre. • Development needs to reflect the aesthetic of the heritage and take a sensitive approach. • The Claremont Bowling Club should be considered for development. • A PCYC is needed for youth. • A multi-generational youth space is required within the Town. • Claremont Park needs a coffee shop.
Do you wish to identify any principles for future planning	<ul style="list-style-type: none"> • Query: Could markets be included in the Town Centre? (community markets). • Query: Can the Town consider business tax’s supplements i.e., to encourage redevelopment? • Investigate/penalise landowners whom leave tenancy’s empty for a time. • Development in the Town Centre – consider relieving parking demands as the costs may be impacting development. • Maintenance/cleaning/public realm or private realm associated with the development needs to be considered to ensure spaces stay looking nice. • The Town needs to consider innovation including micro-businesses; and temporary, short-term activation measures. • The Town Centre needs to be a 24/7 experience with the mix of activities occurring in the space. • Heritage preservation and sustainability are two key matters which need to be taken into account when setting the future vision for growth and development within the Town. • Activation is critical to the future of the Town of Claremont – particularly within the Town Centre which requires greater diversity of uses to draw more people to the area and assist businesses and landlords given the current vacancy in key locations such as Bay View Terrace. • Overshadowing considerations need to ensure solar access around the Town is maintained. • A women’s shed should be considered within the Town. • 4 storey human scale, incorporating heritage and supporting a day/night economy. • Materiality, colours and heritage preservation are critical to maintaining the character of the local government area. • Tree retention, an urban canopy and landscaping in built form will be important in the future of the local government area.

2.4 Design Workshops

Two design workshops were held for the Local Planning Strategy and Precinct Structure Plan – the first on Wednesday 16 June 2021 and the second on Saturday 19 June 2021. The workshops were facilitated by Taylor Burrell Barnett and the Town of Claremont and held at the Claremont Football Club.

2.4.1 Design Workshop Agenda

The format of the Design Workshops was:

1	Welcome
2	Introduction <ul style="list-style-type: none">• Project Overview and Timeline• Project Team Roles and Responsibilities• Workshop Purpose and Agenda• Planning Framework Background
3	Outcomes Overview <ul style="list-style-type: none">• Community Survey Outcomes• Vision Workshop Outcomes
4	Exercise 1 – Town of Claremont LGA Design Principles and Scenario <ul style="list-style-type: none">• Introduction• Scenario Plan Overview• Group discussion of Key Principles• Group discussion of guiding questions• Group feedback
4	Exercise 2 – Claremont Town Centre Scenarios <ul style="list-style-type: none">• Introduction• Comparison of Scenarios A & B for each Town Centre Area• Facilitated Group Area Discussions• Group feedback
6	Wrap Up and Next Steps

The agendas for the Design Workshops can be found in Appendix E.

2.4.2 Design Workshop Attendees

In total, 59 members of the community attended over both workshops held – 38 attendees on Wednesday night and 21 attendees on Saturday morning. Staff from the Town of Claremont and the Taylor Burrell Barnett also attended the workshops.

2.4.3 Presentation

A complete copy of the PowerPoint presentation delivered at the Design Workshop is included in Appendix F. A summary of the presentation is provided below.

David Vinicombe from the Town of Claremont opened the Design Workshop and welcomed attendees.

Karen Hyde of Taylor Burrell Barnett provided an overview of the project team and the scope of the project. Karen explained the purpose of the workshop, and provided an outline of the structure of the workshop and the different exercises required to be completed. Karen then presented background information on the Planning Framework relating to the project and an overview of the outcomes from the Community Survey and Vision Workshop which had influenced the development of draft scenarios for the Design Workshops.

Karen introduced Exercise 1 which focused on the balance of the Town of Claremont outside of the Town Centre by presenting an overview of how the exercise would run and outlining the draft Design Principles that were developed in response to community engagement and vision setting including example imagery. The attendees were presented with a preliminary scenario plan for discussion purposes and were then given 20 minutes for facilitated discussion based on guiding questions related to the design principles and preliminary scenario plan. Finally, groups presented their discussion outcomes to the rest of the workshop.

Mark Bancroft of Taylor Burrell Barnett introduced Exercise 2 by presenting an overview of how the exercise would run and then explained for the purpose of workshopping the Town Centre had been split into 6 areas. For each of the 6 areas, Mark and David presented a character statement and guiding imagery to present a possible future vision based on community survey and vision workshop. Mark then presented 2 possible scenarios for each area with an explanation of the key ideas for consideration across the scenarios. Once each area had been overviewed, Karen explained the “world café” exercise concept and that each facilitator would be responsible for facilitating discussion on a particular area (or areas) and after the allocated time, would rotate around the room for the next group to build on the discussion. Attendees were given three guiding consideration matters for 90 minutes of facilitated discussion (15 minutes per each of the 6 areas) – the character statement, the image montage and the scenario plans – where plans could be marked up, feedback could be written and groups could build on the comments of earlier groups discussing an area by indicating their support for earlier comments. Finally, groups presented their discussion outcomes to the rest of the workshop.

Details of the character statements, vision imagery and scenarios presented in the design workshop are included as Appendix G and H.

2.4.4 Design Workshop Feedback

The attendees were divided into groups (five groups on Wednesday and three groups on Saturday) and seated at separate tables. Each table had a facilitator from the project team where for Exercise 1, the facilitator remained with the same group and for Exercise 2, each facilitator was responsible for an area or areas and rotated around to each group to ensure all attendees had the opportunity to provide feedback on all areas. During the Design Workshop, attendees were requested to provide feedback based on the guiding discussion questions which are detailed in Table 7 to Table 12. The feedback listed in Tables 7 to 12 are a recording of the varying feedback received on the day without any weighting provided to each comment. Scanned exercise sheets from the Design Workshop are attached in Appendix I.

Table 7 Design Workshop Wednesday 16 June – Exercise 1

Exercise 1 Town of Claremont draft Design Principles and LGA Scenario	
Discussion Question	Outcomes Feedback
Do you agree with the key principles? Are there any suggestions/alterations you would make?	<ul style="list-style-type: none"> • “I disagree with the excessive targets (1200 presented at the time) for infill development in Claremont dictated by State. Targets should be at least halved.” • “I am fundamentally opposed to the vision of Perth and Peel growing to 3.5 million” • “Need to set lower growth limits.” • “Too much proposed for Claremont.” • General support was received for the key design principles. • North of Railway there are longer term impacts associated with decisions made today. What functions do you need to consider to influence desired outcomes later? Vision needs to be for a longer timeframe. • Safety of bicycles is an issue – separate cycle path and zebra crossing are required. • Reservations over use of footbridge over Stirling Highway. • Heritage - Some heritage is not ‘that heritage’ for sake of it. • Diversity of land uses is required within the local government area. • Taper density away from Stirling Highway, support transition on the lot.
The distribution of land uses prioritises activity in the town centre with limited activity in the other local centres at stations and other transport corridors to protect existing residential character and heritage. Do you have any comments on this approach?	<ul style="list-style-type: none"> • Bring back village feel within the Town of Claremont including strong activation of spaces with diversity of land use, interface and interaction with the street – overall ‘sameness’ needs to be avoided. • The Town Centre should be the focus of activity, however, a diversity of land uses is required across the entire local government area. • Office use should be considered so as to integrate and provide opportunity within Local Centres. • Light industry areas should remain near the Showgrounds to allow that use within the local government. • Royal Agricultural Society development should take pressure off residential density from some other areas BUT not cannibalise the non-residential activity and night time activity of the Town Centre. • Traffic and parking issues must be resolved first before intensify use of any Local Centre. • Think about services, facilities, offices and not just food and beverage within diversification of land uses. • Short term and affordable accommodation should both be considered within the local government, for example a bespoke hotel or two. • Singapore should be considered as an example of development green spaces and high density together including strong pedestrian level connection. • Ashton Avenue precinct needs more attention and more entertainment to offer diversity of land use. • The Swanbourne Local Centre needs to remain as a village. • The Town Centre is the preferred location for density rather than just corridors – land use intensification cannot rely on the corridor at Town Centre’s expense. • It would assist to see a visualisation of what high rise in Town Centre will look like to understand the suggested outcome. • Flexibility design principles vs. density to drive optimal outcomes. • Development next to and over the railway should be considered. • Stirling Highway landmark sites are appropriate locations for additional height. • The Mary Street area should be reduced from the Town Centre Precinct boundary for the Precinct Structure Plan – its inclusion is a real concern. • North/East corner of Mulder Park presents an opportunity for better use. • Traffic and access issues exist across the Town which need to be considered and managed with land use intensification. • Stirling Highway Scheme Amendment 138 is problematic and will cause access issues. • The Town requires an improved aesthetic. • Development in activity locations should be set back to enable alfresco and walking past/footfall. • Appreciate the laneway images – e.g., Walt Drabble Lane.

<p>The environmental and landscape characteristics are enhanced through additional green street connections. Do you have any comments on this approach?</p>	<ul style="list-style-type: none"> • Consider environmental impacts, noise etc. for example at the RAS. • Support connection of the Swan River to Lake Claremont – all the way through the Town. • The use of plane trees on Bay View Terrace needs to be considered. • Green space network seen as going underground rather than above. • Walkway around river including connecting near CCGS and Freshwater Bay is considered exciting and supported although some questions were raised on the legalities of boardwalks and what the process to plan for these would include. • Some <u>street</u> pedestrian connections need to be enhanced to ensure safe and green leafy streets for pedestrians throughout the Town. • Minimise development intensification next to Mulder Park to support the environmental and landscape value. • Pontoons should be considered for where Claremont baths used to be. • Universal access is required along the river front to support use by all abilities. • The Town needs to be more connected to river and more protective of the environment.
<p>Enhancement of the key movement network connections for vehicles, cyclists and pedestrians have been identified. Do you agree with their location?</p>	<ul style="list-style-type: none"> • North-South movement and a way to ensure connection across Stirling Highway as well as through Centre and development requires strong consideration. • Stirling Highway is a huge problem with the location of the schools – could be improved with increased connectivity from North/West to tunnel, Schools, the Railway. • Crossing Stirling Highway down from Scotch to South needs to be planned for. • There should be a strategy for all connections through Town Centre. • There is an awkward connection through Town Centre. • Slow people down, cars, pedestrians, cyclists in the Town Centre. • There are significant barriers to movement (Stirling Highway/Railway/Schools). • A high level of support exists for a boardwalk along the river and for water activities. • Connection of boardwalk to schools and other LG's and to beach could have a very positive impact. • Boardwalk is great but split for cycle/pedestrian use. • Support boardwalk for safe passage and special nature. • Need to promote use of public transport, footpaths by pedestrians and cyclists. • The whole Town needs to connect well/better to available train stations, particularly the Town Centre connection to Claremont Train Station. • Bridging across Stirling Highway may be supported but think carefully about location and aligning with where redevelopment is going to occur. Underpasses should also be considered. No matter the option to deal with the barrier, movement needs to be filtered to ensure such measures would be used. • Pedestrian crossing for students into Town Centre is important as it presents a huge safety issue at the moment. • Within the Town Centre there should be an on-road cycle lane to reduce traffic dominance and speed. • Safety of cycling for students needs to be resolved – can there be dedicated cycling areas. • Off Stirling Highway for cycling and think about Swanbourne Centre cycling impact. • The Town needs to work with State Government for a long-term plan for Stirling Highway. • Access to Stirling Highway is a problem, particularly for corridor developments. • Carparking area is required around Claremont Bowls Club. • Car parks should be underground • Limit/minimise North/South car dominance and also acknowledge East/West dominance of traffic flow. • Consider secondary traffic circulation to commercial and North/South traffic flow. • There needs to be a goal for the Town to try and reduce car use but keep or increase customers with ease to walk and spend time. • The Town should be attempting to be carbon neutral. • Encourage modal share in the movement network of the Town and the broader connections. • Make North/South pedestrian/cycle a priority for improvement. • Crossing to the South of the Town, particularly across the railway and Stirling Highway must be convenient to encourage use.

Table 8 Design Workshop Saturday 19 June – Exercise 1

Exercise 1 Town of Claremont draft Design Principles and LGA Scenario	
Discussion Question	Feedback
Do you agree with the key principles? Are there any suggestions/alterations you would make?	<ul style="list-style-type: none"> • General support was received for the principles. • Village feel is important – ‘feel’ in a big place. • Include residential streets into environmental protection. • Short stay accommodation. • Sustainability – zero carbon initiatives (small footprint).
The distribution of land uses prioritises activity in the town centre with limited activity in the other local centres at stations and other transport corridors to protect existing residential character and heritage. Do you have any comments on this approach?	<ul style="list-style-type: none"> • Could the light industrial area be changed to mixed use? <ul style="list-style-type: none"> ○ Craft industry, continue current uses. ○ Service industrial? • Still a desire for light industry. • Swanbourne is where activity should be and a maximum of 3/4 storey is an appropriate height. • Opportunity for ‘very sensitive’ development to have increased density in the suburbs area as well i.e., Row houses where increased green space is achieved – must not be negotiable. • Concern over Mary Street being included in Town Centre. • Town Centre size as per DPLH decision is a concern to residents. • Support Swanbourne Centre area but not increased development around centre. • Focus on Town Centre & limit development in the Swanbourne Village. • Incentivise retaining heritage facades and buildings and support character retention. • Retain village centre feel across the Town. • Management of traffic with increased development particularly in Swanbourne will be incredibly important.
The environmental and landscape characteristics are enhanced through additional green street connections. Do you have any comments on this approach?	<ul style="list-style-type: none"> • Opportunities for landscaping & articulation in design. • Shared speed environment should be utilised in certain locations within the LGA: <ul style="list-style-type: none"> ○ Davies Road. ○ The median is hard to cross. • Pontoons/activation on river is important for the future, however the foreshore needs more parking and better cycling access. • The Local Planning Strategy must reference detail/connections. • Western Suburbs greening plan should be overlaid on any future plans for Claremont. • Concern over plane trees being used in the Town – consider native planting. • Tree Masterplan – the Town needs to identify significant trees and canopy. • Get people walking along the river.
Enhancement of the key movement network connections for vehicles, cyclists and pedestrians have been identified. Do you agree with their location?	<ul style="list-style-type: none"> • Footpaths with heritage cobbles are not good, Cobblestones are not disabled friendly. • Claremont pool access not good for disabled. • Signage is required on footpaths for disabled access. • Public transport and all abilities access are critical. • The Town Centre access through the golf course to café should be considered in future planning. • Shared bike paths, separated if practical – dedicated.

- Shenton Road access for students to be improved, perhaps reduced to 40km/h.
- A boardwalk along the river is a good idea but need to ensure adequate space for pedestrians and cyclists.
- Water taxis should be introduced for the Town to cross the river to other destinations.
- Must increase safety and connection for school children including more shaded routes.
- Lighting for safety is critical on Bay View Terrace – especially with increased activity.
- Lower speed. Variable speed controls. Extend school zones.
- Consider the type of paving system to ensure it is comfortable for all manner of user groups.
- Support bridging but shouldn't mean highway traffic speeds up should be at grade/median think about multi-generational activity.
- Collaborate with schools to run a CAT system to improve movement to/from/near the schools.
- Support link between River and Lake Claremont.
- Some support for Jenkins Road link to Nedlands.
- Cycle way along river.
- Separate fast cyclists from pedestrians and recreational cyclists.

Table 9 Design Workshop Wednesday 16 June Exercise 2 - Scenario Plan Feedback

Exercise 2: Scenario Plan Feedback	
Area 1: Mary Street and East of Leura Avenue	<p><i>Scenario Plan Feedback</i></p> <ul style="list-style-type: none"> • Boundary between areas 1 & 5 need to be looked at to exclude residential property Mary Street. • Should be able to walk to the Town Centre from the area and not over densify area. • Leura Avenue segregates activity between the western and eastern side – mixed use/office. The plans for the future need to deal with both sides of street. • The presented scenarios don't really test height/variation other than the maximum height for corner sites. • ROW access should be supported. • There needs to be a better way of dealing with segregated parking areas. • Resolve Leura Avenue parking connections where parking connections through to destination and activity are considered. • As well as traffic restrictions, there needs to be restrictions on vehicle access to delivery vehicles only. • Improve amenity of the area. • The heritage bridge is integral to Claremont. • Strong objection to any commercialisation of Mary Street. • Langford Street rat-running needs to be prevented. • Support intensification sites along Guger Street and Stirling Highway. However, not supportive of 8 storeys – 6 storeys preferred. Need to consider transition to residential with the additional height. • Maintain the railway level crossing. • Integrated parking and development need to occur within the area. • Guger/Leura intersection presents a landmark opportunity. • Supportive of mixed use to Guger Street as opposed to just residential. • Protection of heritage properties is critical. • In the scenario, the backyard 3 storeys should reflect the other backyards. • Flexibility is required in the future planning framework to deliver appropriate differentiated development.
Area 2: South of Stirling Highway	<p><i>Scenario Plan Feedback</i></p> <ul style="list-style-type: none"> • Skate Park needs to be included in this area near the park to ensure there is youth facilities. • Traffic is not dealt with in the scenarios to remove excess traffic. • Need a range of uses in and around the park to draw activity into the area. • The Bowling Club lacks vitality. • Dual code use should be considered in the area for the purpose of future development and transition. • Move the Bowling Club to Lake Claremont. • There needs to be a long-term plan to enhance trees particularly near Stirling Highway to prevent a hard urban environment. • Keep current uses in the area. • Park – wild life closer. • Morton Bay figs to remain.
Area 3: West of Stirling Road	<p><i>Scenario Plan Feedback</i></p> <ul style="list-style-type: none"> • Maintain green in scenario B. This is great. • Underpass is not very accessible from Claremont Crescent. • Concern over traffic – minimise as a North-South connector. • Concern over height and yield.

	<ul style="list-style-type: none"> • Consider overpass at Stirling Highway. • Open space (green) is lacking in the area. If more residents are being brought into the area with apartment development consider introducing positive amenity for residents. • Separate cycleway for safety. Widen footpath on west end. • Consider cycle on East of Stirling Road? Better width. • Ideally cross connection over Stirling Highway must be achieved to promote cycle connection. • Scenario B is preferred but with the heights of Scenario A.
<p>Area 4: North of Railway and Interface with Station Road</p>	<p><i>Scenario Plan Feedback</i></p> <ul style="list-style-type: none"> • Townhouse and villas to 2 storey or max 3 storey. • Additional height is too high for neighbouring heritage buildings as there is not opportunity for transition. • Investigate laneway next to block of flats for connection to underpass. • Potential for retail/mixed use along Claremont Crescent – live/work & small business. • Underground pedestrian movement? Is this possible? • Consider relocation of ‘central’ heritage properties to the east of ‘consolidate’ the heritage area. • Site responsive to each lot/heritage areas. • There cannot be a broad-brush rezoning – there needs to be more nuance to handle the site-specific considerations. • Noise considerations for South facing dwellings (to the rail line). • Respond to trees/heritage and local setting for future development. • Sensitive ‘localised’ design not broad bush. • Consider mixed use at east heritage area where clothing shop is situated. • Guger Street traffic is very bad. • Pedestrian phase for pedestrian crossing is an issue.
<p>Area 5: East of Bay View Terrace and Around Claremont Train Station</p>	<p><i>Scenario Plan Feedback</i></p> <ul style="list-style-type: none"> • Access laneway, green, activity – incentivise from development. • Bay View Terrace should be 6-8 storey maximum height where there is pedestrian priority balanced with retail needs/accommodation. • DevelopmentWA site at Claremont Oval could have a building on the other side of the railway with some form of bridge over (bridge to building/between the buildings) with a community use or accommodation that then also acts as an entrance statement. • General support for Plan A (higher). • Development on Bay View Terrace is good but needs to be sensitive to existing character. • Access laneways <ul style="list-style-type: none"> ○ Greening of laneways is good. ○ The laneways need to attract people. ○ Increase laneways in size (10m). • Bay View Terrace <ul style="list-style-type: none"> ○ Pedestrian priority. ○ Sight lines need to be improved. ○ Sink railway to create better connection through Claremont at the top of Bay View Terrace. ○ Two-way system is needed. ○ It should have no cars – servicing vehicles only. ○ Full support for 4 storey developments above Bay View Terrace as a baseline. Higher heights to 6 or absolute maximum 8 storeys on the proviso of incentives to reach that height with the façade treatment and contribution. • Servicing very important for the functionality of the Town Centre. • Entrance to Town of Claremont needs to consider heritage and should be green.

	<ul style="list-style-type: none"> • DevelopmentWA at Claremont Oval should be: <ul style="list-style-type: none"> ○ 4-6 storey. ○ Hotel/short terms accommodation could be considered here or in central TC area. • Extend a bridge over Guger Street to connect the Town better. <ul style="list-style-type: none"> ○ Consider a land bridge i.e., Ponte Vecchio ○ Over the heritage station. ○ Developer funded.
<p>Area 6: St Quentin Avenue/Claremont Quarter</p>	<p><i>Scenario Plan Feedback</i></p> <ul style="list-style-type: none"> • Cycling should be supported both ways on Bay View Terrace. • Density on Shared paths / streets. • North South pedestrian improvements. • Setback with greenery at the front and back at ground. • Consider commercial viability – if we want a vibrant centre and prefer development in the Town Centre need to allow for height meterage not just storeys and guide. <ul style="list-style-type: none"> ○ What do we want most from a vibrant centre - hotel, good public realm? • Sensitivity needs to be shown near the Claremont Community Hub/Formal Methodist Church. • Aesthetics matter with height. • More important than height is how it is set back from the street/pedestrian interface/ setback important. • Height and density on Stirling Highway also need to consider access from Stirling Highway for movement matters. • Underwhelmed by current Town Square. Want to enliven/bring character to area/landscape. • Activate Town Square 365 days/year, Food and beverage outlets should be outward facing for better activation. • Don't contract the Town Centre space, make it larger and more useable. • Support Town Square extending to the other side of road. • Space near church should be integrated with Typika site. • Typika key site provide development incentive/apartment hotel need more bars & restaurants. Smalls bars cluster like Lygon Street. Night time economy. • There are some small spots appropriate for greater height. • Think about how areas interface and come together to be one Town Centre. • Land swaps should be incentivised to enable good outcomes for Town Square. • Think about height/density with traffic management. • Options to concentrate height and along Stirling Highway. • Extend Shenton Road through Showgrounds. • Think outside the box in terms of land holdings. • Focus development so heights allow for views to remain within the Town. • Podium & tower consideration at Southern Bay View Terrace. • Strengthen the link along Stirling Highway.

Table 10 Design Workshop Saturday 19 June Exercise 2 - Scenario Plan Feedback

Exercise 2: Scenario Plan Feedback	
Area 1: Mary Street and East of Leura Avenue	<p><i>Scenario Plan Feedback</i></p> <ul style="list-style-type: none"> • Commercial on Mary Street. NO! There needs to be spread of energy that does not commercialise Mary Street. • 3 storey townhouses would be ok. • Mixed use on Leura Corner <ul style="list-style-type: none"> ○ Create synergy and utilised the existing open space. • Stirling Highway: <ul style="list-style-type: none"> ○ Maximise the edges where possible. ○ Transition is important ○ Trees and green important in development. • Access Stirling Highway to be separated. • Current traffic to houses should remain. • Townhouse development is good but only if it is done correctly and keeps the character. • Scenario A Height is ok near the train station.
Area 2: South of Stirling Highway	<p><i>Scenario Plan Feedback</i></p> <ul style="list-style-type: none"> • Affordable housing / accessible housing / on old police site. • Child care centre/church services. • All public buildings to be all abilities. • Transition of buildings is important and the area needs to be green to beautify the otherwise hard streetscape. • Smaller footprint if higher. • Network disabled access. • Underground Stirling Highway <ul style="list-style-type: none"> ○ Local network on top (local road or pedestrian access network on top of Stirling Highway, if it was to be underground). • There should be diversity in the trees selected. <ul style="list-style-type: none"> ○ Morton Bay Figs ○ Some endemic. • Access Stirling Highway – to Davies Road, connect into that. <ul style="list-style-type: none"> ○ 24/7 use. ○ Through. ○ Drop access. • Bridge to Leura can't be only access point + energy. • Bowls Club <ul style="list-style-type: none"> ○ Community / cultural precinct – lower end. ○ 2/3 storeys maximum height. ○ Community garden. • Stirling Highway <ul style="list-style-type: none"> ○ 8 storey is ok along the Highway. • Council Office. • Opportunities.

<p>Area 3: West of Stirling Road</p>	<p><i>Scenario Plan Feedback</i></p> <ul style="list-style-type: none"> • Key pedestrian and cycle connection is vital. • Extend green connection. • 4 storey along Stirling Road. Scenario B or 6 storeys to reduce impact on area 4. • Step down to existing residential. • Maintain trees (existing) along Stirling Road. • Layer height 6-4-2 storey. • Dedicated bike path on east of Stirling Road for connection to underpass opposite David Jones and green edge on east.
<p>Area 4: North of Railway and Interface with Station Road Character Statement</p>	<p><i>Scenario Plan Feedback</i></p> <ul style="list-style-type: none"> • Amalgamation of lots to achieve development minimum size required before development. • Sensitive to heritage – respond design to context around it. • Enable pedestrian access beside flats. • Allow greater height to achieve access. • Romley House development site opportunity. • Limited development opportunity beyond larger development sites. • Shenton Road character must be kept. • Private lane should be used for public access. • Noise cancellation potential by 6 storeys for landowners behind (6+3+2 configuration). • Shenton Road and Claremont Crescent requires foot path widening to connect to PSP and dual use paths.
<p>Area 5: East of Bay View Terrace and Around Claremont Train Station</p>	<p><i>Scenario Plan Feedback</i></p> <ul style="list-style-type: none"> • Strong support for laneway format – needs activation of tenancies. • Support for development above and behind Bay View Terrace. • Increased height should be towards Stirling Highway. • Basement parking should be considered. • Extend laneways which connect to Gugerri and Stirling Highway. • Bay View Terrace 4 storeys above/on top of shops. • Cross railway with pedestrian and cycle access integrated. • Open space with laneways. Setbacks. Safety and surveillance. • Not just a wall of development. Setbacks set which are meaningful and with purpose. • Increase greening landscape. <ul style="list-style-type: none"> ◦ Market. E.g., Paddington Sydney • Potential to expand business hub already in Bay View Terrace upper-level development. • Create tourist attraction. • 8 storeys only at Stirling Highway. • Bridge a building over the railway.
<p>Area 6: St Quentin Avenue/Claremont Quarter</p>	<p><i>Scenario Plan Feedback</i></p> <ul style="list-style-type: none"> • Centre square is underutilised. Expand the Town Square and make it greener. • Consider other needs for accommodation. • The principle of extra height is understood but identify specific /maximum heights <ul style="list-style-type: none"> ◦ Tall & narrow.

- Focus in on green space.
- Vertical mix.
- Typika – green space with new development.
- The Town needs to promote clever architecture – compatible with heritage:
 - Varied.
 - Articulated.
 - Landscape on structure.
- Pop ups.
- Event spaces.
- Town Square Scenario should include:
 - Expand other side of street and centre more traditional shape.
 - Go back further into precinct.
 - Link to church and green trees.
 - Pocket Park.
 - Public realm.
- Land uses that the town needs:
 - Children’s play area
 - Other uses, hotel, short term accommodation, cinema, roof top bars, community spaces, theatre.
- There should be a slow speed especially on the Church Lane.
- A bridge should integrate through buildings to ensure activation and include lifts down to different spots.
- Upgrade to Claremont Quarter interface with Guger Street is necessary.
- Bay View Terrace should have verandas and rest places.

Table 11 Design Workshop Wednesday and Saturday Exercise 2 - Character Statement Feedback

Exercise 2: Character Statement Feedback		
Area 1: Mary Street and East of Leura Avenue	Characterised by established heritage homes and properties in landscaped setting on the fringe of the Town Centre with opportunities for revitalisation near the Train Station and Stirling Highway.	<p><i>Character Statement Feedback</i></p> <ul style="list-style-type: none"> • “Edit the character statement to reflect comments on the scenario about what people want”
Area 2: South of Stirling Highway	Capitalising on proximity to Stirling Highway public transport and comfortable access to the Town Centre; with diverse residential typologies and revitalised community uses and parks.	<p><i>Character Statement Feedback</i></p> <ul style="list-style-type: none"> • Revitalise the park around the current buildings. • The park area is underutilised. • There should be a stepped approach to development to keep heights lower near boundaries and put heights to the middle of lots. • Close off Langford/Mary Street from Stirling Highway. • Kids need to be considered more, perhaps a facility for the people in the park. • Perceived lack of clear pedestrian links to the Town Centre from Freshwater Parade.
Area 3: West of Stirling Road	A mixed use and residential gateway to the Town Centre; blending sensitively with established surroundings and enhanced with a landscaped setting and green links to Lake Claremont and the Swan River.	<p><i>Character Statement Feedback</i></p> <ul style="list-style-type: none"> • Character statement is ok – refine if needed to match scenario.
Area 4: North of Railway and Interface with Station Road	Northern setting for the Town Centre which retains the heritage characteristics; connects with the Town Centre and to the train station; and transitions appropriately to the surrounding area.	<p><i>Character Statement Feedback</i></p> <ul style="list-style-type: none"> • There needs to be clarity as to if it is intended to be a literal connection in the character statement. • Character statement is ok – refine if needed to match scenario.
Area 5: East of Bay View Terrace and Around Claremont Train Station	An eclectic mix of heritage elements and fine grain land uses supported by an exciting network of laneways creating a unique ‘village feel’ characteristic in the Centre.	<p><i>Character Statement Feedback</i></p> <ul style="list-style-type: none"> • Supported by all groups. Village feel a must. • Living / working in the Town Centre was supported. Improved night time economy.

Area 6: St Quentin Avenue/Claremont Quarter

The vibrant and diverse mixed-use activity core of the Centre with opportunities to enhance community spaces and pedestrian comfort with a strengthened landscape/public realm.

Character Statement Feedback

- General support for the statement.
- The words connected and flowing should be added into the statement.
- Some people believe the statement is too wordy.
- The statement should recognise it is a residential area.

Table 12 Design Workshop Wednesday and Saturday Exercise 2 - Vision Imagery Response

Exercise 2: Vision Imagery Response	
Area 1: Mary Street and East of Leura Avenue	<p><i>Vision Imagery Response</i></p> <ul style="list-style-type: none"> • There is not support for increased building heights as shown in some examples. • The images look the same and are not sensitive to heritage character – development is “boxey” and the facades are not interesting and look like “prison cells”. • Height to 8 (or more) storeys on Stirling Highway is supported but not elsewhere in the area. • Site specific heights are required to deal with issues e.g., Overshadowing. • The Bottleyard development is a good example of what could be in the area.
Area 2: South of Stirling Highway	<p><i>Vision Imagery Response</i></p> <ul style="list-style-type: none"> • ‘Sound Shell’ for Claremont Park. • More permanent uses needed around Claremont Park. • A skate park should be considered for the area as there are no youth facilities. • Bridge linkage across Stirling Highway near Zenith music would assist movement. • Move the war memorial. • Bowling club – there needs to be a link from bowling club through to a development such as a café and community facility on corner of Stirling Highway. • The Park would benefit from a café/mixed use development and toilets. • Stirling Road – Queenslea Drive bridge.
Area 3: West of Stirling Road	<p><i>Vision Imagery Response</i></p> <ul style="list-style-type: none"> • 8 storey warehouse style development is positive. • Images provided to guide the possible development idea area generally ok. • Rendered and painted buildings are needed for design quality not bare concrete.
Area 4: North of Railway and Interface with Station Road Character Statement	<p><i>Vision Imagery Response</i></p> <ul style="list-style-type: none"> • Recommend that a 3D model at open day to understand heights in consolidation for this area as opposed to just vision imagery.

<p>Area 5: East of Bay View Terrace and Around Claremont Train Station</p>	<p><i>Vision Imagery Response</i></p> <ul style="list-style-type: none"> • Within the laneways consider how universal access is ensured to make the spaces useable for everyone. • Sensitive design, but not faux heritage is critical for the area to develop on the character through the future development.
<p>Area 6: St Quentin Avenue/Claremont Quarter</p>	<p><i>Vision Imagery Response</i></p> <ul style="list-style-type: none"> • Think about pedestrian safety. • "I like Town Square images." • Support greenery within the Town Centre.

2.5 Landowner Meetings

Twelve meetings were held with major landowners in the Town Centre in August 2021. The meetings allowed an opportunity to explain the scope of the project being the preparation of a Local Planning Strategy and Town Centre Precinct Structure Plan and to gain feedback from individual landowners. The intent of the individual meetings was to elicit the various land owner visions for the future of their assets in terms of land uses, built form, any amalgamation of lots and potential implementation timeframes for development. A short briefing pack was provided to land owners prior to the meetings based upon the presentations given at the Vision and Design Workshops.

The focus of the meetings was predominantly related to the Claremont Town Centre landowners with prevailing issues associated with economic considerations and the impacts of the COVID-19 Pandemic identified as considerations creating a sense of caution. These concerns highlighted the potential for investment risks in the short-term but with optimism for medium to long term opportunities. Landowners recognised and were interested in the opportunities for Claremont that would be come through in the Local Planning Strategy, Local Planning Scheme (although outside the scope of this project) and the Town Centre Precinct Structure Plan and were keen to contribute and align with strategic goals.

Feedback provided in landowner meetings included:

- General concern for traffic in the Town of Claremont, particularly in the Town Centre. Consideration of access, traffic and transport was seen to be important as part of future planning and development within the Town Centre.
- The importance of character and allowing Claremont to grow whilst achieving the vision for a 'Village feel' was embraced by landowners. Where heritage exists, this needs to be preserved and incorporated into how the Town Centre operates.
- Interest exists for development of a variety of land uses across the Town Centre including residential; hotel and serviced accommodation; small scale offices; character/specialist retail; and food/beverage offerings. Creating more of a day/night economy was seen as crucial to sustainability and activation of the Centre.
- Residential development was seen as important to allow redevelopment feasibility but also to increase the activation of the Town Centre.
- Landowners were considering the opportunities available for lot amalgamation realignment/relocation of roads, or joint ventures where these options may create potential for improved outcomes in the Town Centre in the future in terms of diversity, sustainability and economic development.
- Concerns were raised over the impact height limits had on viability of development and the possibility to progress developments, particularly where lot amalgamation may not be possible.
- Equity in development opportunities between all landowners was raised in the context on preferred locations for uplifting development yields.
- Built form options discussed – consolidated bulky development on concentrated locations verses an option of broader podium with slender towers to maintain view corridors.
- Market demands are constantly changing and the growth of online retailing and the expansion of Karrinyup Shopping Centre need to be considered in planning for the future of the Town Centre.
- The Eastern portion of the Town Centre (near Leura Avenue) needs better connectivity to the rest of the Town Centre. The existing proximity of the Eastern portion of the Town Centre to the train station was seen as presenting an opportunity for retail and commercial uses including hospitality to fill a void in the area while capitalising on the transport link.
- Landowners had recognition of the importance of opportunities for activation and increased community amenity within the public realm of the Town Centre. Placemaking opportunities including in The Square and The Lane were important but also more general streetscape improvements through the Centre to make spaces more hospitable.
- Potential 'community benefits' of redevelopment were seen as streetscape improvements; awnings, façade treatments, activation; diversity of uses including those which provided increased amenity and offerings, economic benefit, flexibility and may have strategic benefits; and affordable and diverse housing offerings to cater for a broad demographic.
- Community support and buy-in was important to landowners, who want to see Claremont continue to grow as a destination for people to live, work and play.

Section

3.0

Summary

3.0 Summary

3.1 Outcomes Summary

Community engagement is a crucial aspect in the preparation of the Local Planning Strategy and Precinct Structure Plan. The Community Survey, Vision Workshops and Design Workshops have provided a valuable source of information regarding the community's aspirations, desires, concerns and challenges which have assisted in informing the drafting of the Local Planning Strategy and Precinct Structure Plan.

3.1.1 Local Planning Strategy

The following table provides a summary of the key outcomes and feedback received through the engagement process in relation to the Local Planning Strategy.

Table 13: Local Planning Strategy Key Outcomes

Theme	Outcome
Built Form & Land Use	<ul style="list-style-type: none"> The Town of Claremont is described as having a village feel which is critical to how residents and business owners view the area. The village feel needs to be retained and built upon in planning for the future with strong activation of spaces; diversity of land use and interface and interaction with the street. Light industry areas should remain in some form near the Showgrounds to allow an area zoned for service orientated use within the local government and retain the opportunities that comes from that. There is desire for more flexibility within the light industry about the types of uses that could be seen within the zone and opportunity for a mixed use environment. Potential redevelopment of the Claremont Showgrounds is considered integral to the future of the Town given that there is considerable capacity for the site to incorporate other uses within a consolidated Showgrounds site. Options for additional residential accommodation could significantly add to future housing targets, however there needs to be some level of control over commercial uses to ensure they do not impact on the existing Town Centre and Local Centres. The Ashton Avenue/Loch Street and Swanbourne precincts are considered important given their proximity to train stations and the role they play as Local Centres (consistent with their current/proposed local planning framework documents). Some development is supported at a small-scale and relies on a high-quality development outcome that respects existing character.
Public Realm, Environment, Landscape and Community Facilities	<ul style="list-style-type: none"> The Town as a whole need to be undertaking actions to address sustainability and climate change within future planning. Lake Claremont and Claremont Park are underutilised and need to be enhanced while respecting the environmental values. The entire Town needs to undergo greening and should develop a strong urban tree canopy and landscaped connectivity. Planting within the Town should include native Australian species and private development should be encouraged to do the same. The connection to the Swan River should be more prominent and activation and use of the river should be improved. There is a lack of community facilities for children and young people which needs to be addressed in the Town.
Movement Network	<ul style="list-style-type: none"> The Town needs to take a holistic approach to traffic management given the high number of trip generators/destinations within close proximity to one another and the prominence of Stirling Highway as a significant traffic route. Traffic congestion is bad around the Claremont and Swanbourne Centres

	<ul style="list-style-type: none"> • The east-west cycle connections are good but north-south movement opportunities through the Town need to be improved. • The cycling network within the Town needs to be improved and factor all user groups into consideration for safety and connectivity. • The Town of Claremont is fairly walkable but could be improved with improvements to safety, signage, paths and shade canopy from more trees. • A boardwalk along the Swan River should be investigated for viability to determine if it is a possibility to provide higher amenity and connectivity for Town residents and to attract visitors to the Town. • Investigate the opportunity for water taxis/use of the river as part of the movement network. • The movement network overall needs to connect into the surrounding local government areas.
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3.1.2 Precinct Structure Plan

The following table provides a summary of the key outcomes and feedback received through the engagement process in relation to the Local Planning Strategy.

Table 14: Precinct Structure Plan Key Outcomes

Theme	Outcome
Built Form & Land Use	<ul style="list-style-type: none"> • Commercialisation within Mary Street is not supported. Any commercialisation or increase in density that occurs should be limited to the Stirling Highway and Gugerri street block ends. • Development at higher density should be limited to the Town Centre core and along Stirling Highway at a 6-storey maximum. 8 storey developments on some key sites may be acceptable where high quality development outcomes are achieved. • Building edges should be restricted to lower heights (2-4 storey) to maintain a 'human scale' public realm interface, maintaining views to the sky and a village perception from the pedestrian level. • Mixed use development is considered appropriate through the Town Centre except the area north of the railway and west of Stirling Road which is preferred to remain residential with a possible 4-storey height limit on the edge of the Town Centre core to provide transitional density. • Land use diversity is important for a vibrant Town Centre. Office land uses should be included within the Town Centre. • Heritage buildings and facades are important and must be respected in future development of the Town Centre. • Activation of the Town Centre needs to be improved including a shift from a retail driven Town Centre. Land uses that promote night-time activity such as food and beverage providers need to be supported within the Town Centre. • Development controls within the Town Centre need to respect existing character and streetscapes. • Within Bay View Terrace, redevelopment above existing tenancies may be supported to a 4-storey height, potentially 6-8 if the redevelopment provides a high-quality outcome and retains the heritage facades. • Laneway network and character needs to be protected and enhanced rather than sites amalgamated into large floorplate buildings and removal of lane permeability. • The Town needs to define "Village feel" in this context and establish built form heights relative to views and equitable considerations.
Public Realm, Environment, Landscape and Community Facilities	<ul style="list-style-type: none"> • Create more of a true Town Centre feel by capitalising off the village feel of Claremont with high amenity public realm and civic spaces including a true Town Square to act as the heart of the Town Centre. • Enlarge the Town Square and surround with active ground floor land uses that improve its desirability for usage. • Enhance the public realm character with increased landscaping which will provide shade and amenity for pedestrians. • Consider the use of increased public art within the Town Centre to support improvements to the public realm and the creation of landmarks through the Town.

	<ul style="list-style-type: none"> • Investigate the benefits of increasing diversity of community facilities into the Town Centre.
<p>Movement Network</p>	<ul style="list-style-type: none"> • Maintain a slow vehicle speed within the Town Centre to provide safety for pedestrians and cyclists. • Consider opportunities for improved north-south connections to/from the Town across the railway and Stirling Highway. The areas are currently difficult to navigate. • Parking is sufficient within the Town Centre and should not ideally be reduced • The movement hierarchy isn't clear along all street types within the Town Centre for user groups. Pedestrians need to be prioritised, followed by cyclists then vehicles. • Connection to the Train Station needs to be improved for the Town Centre including improved lighting to create a safer environment. • Transit nodes of bus interchange and train station need to be highly accessible for all users. • Bay View Terrace treatment and movement through need to be considered. The current movement system funnels traffic to St Quentin Avenue and the goal and user prioritisation is unclear.

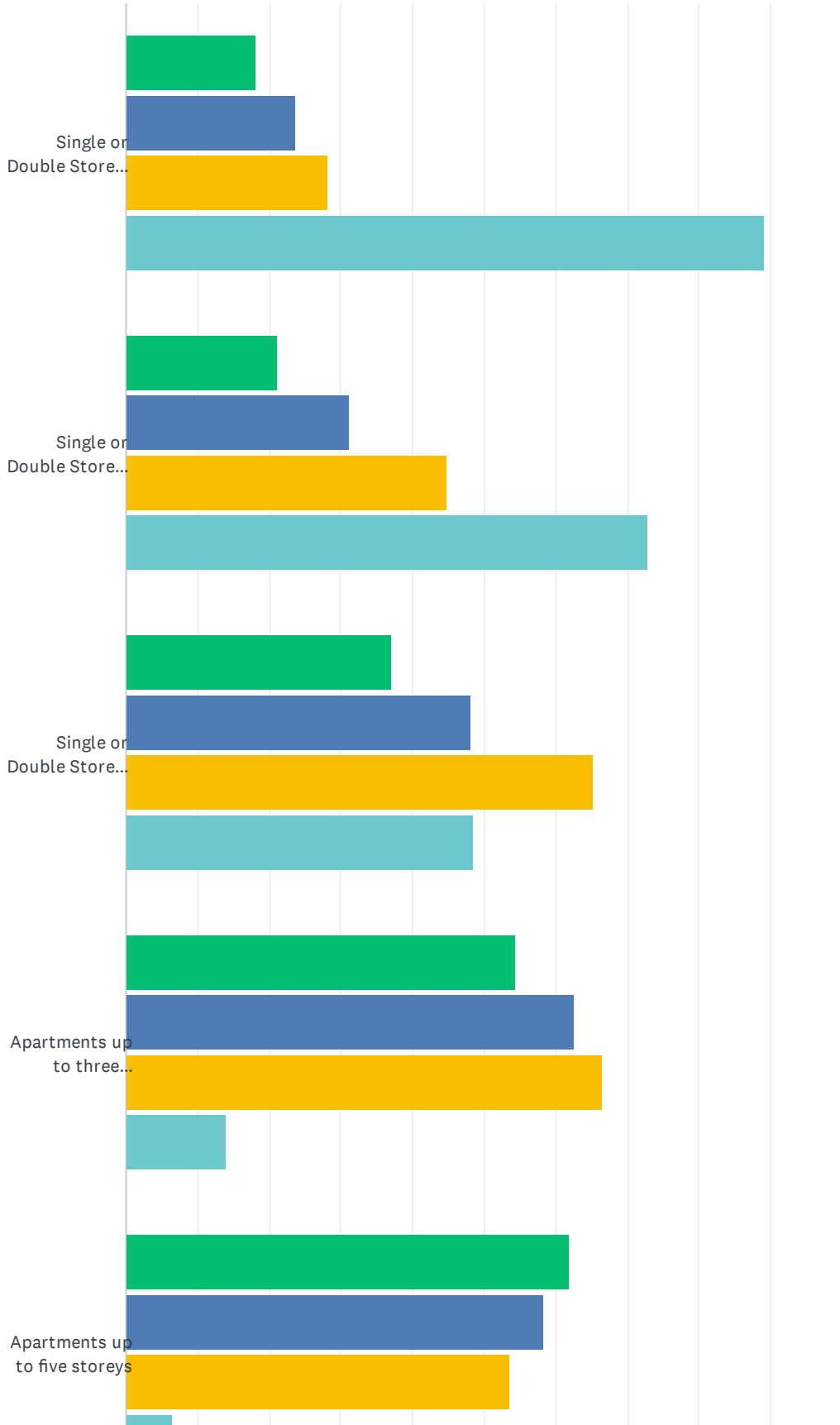
APPENDIX A

Community Survey Questions

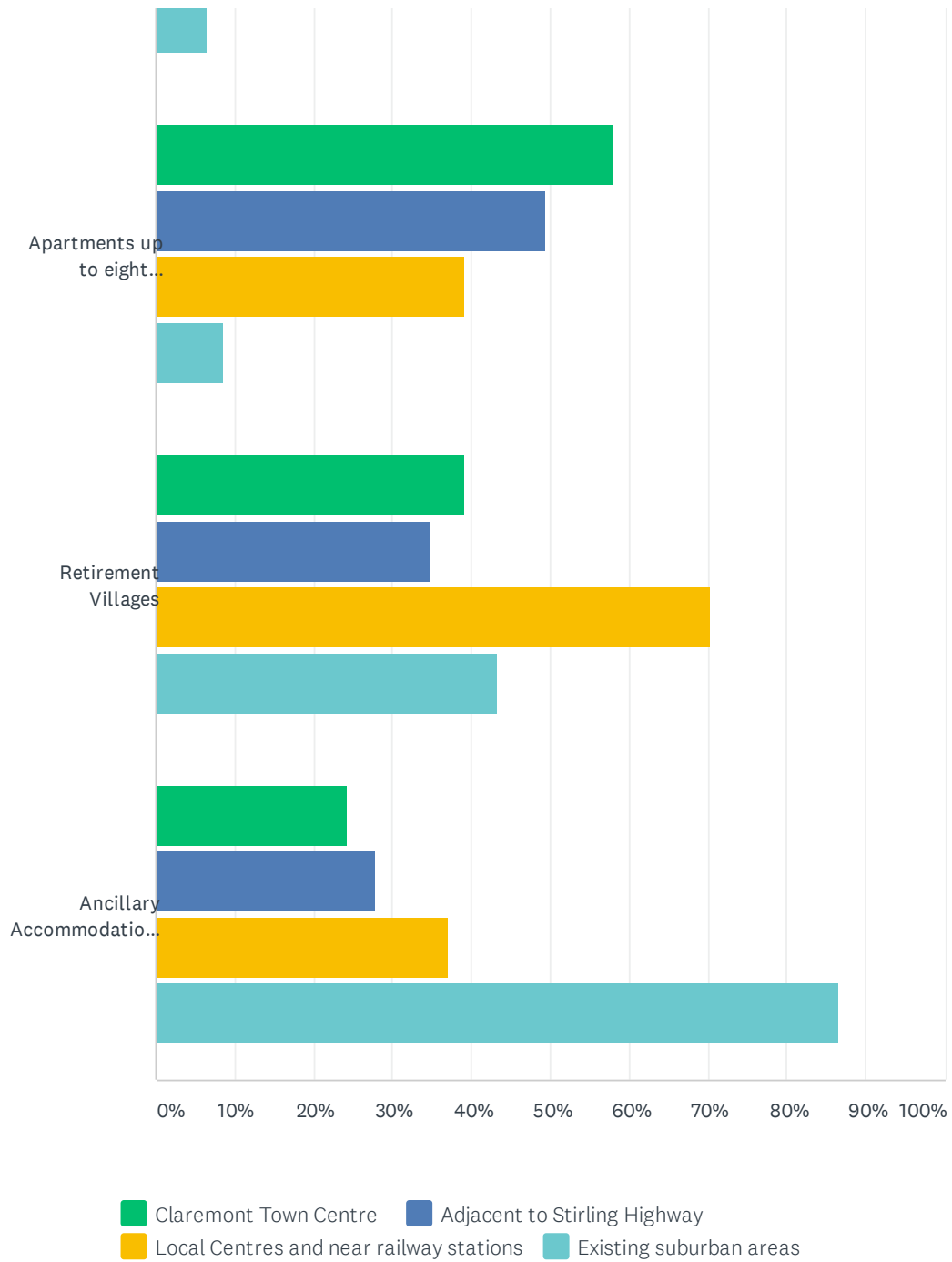


Q15 What type of housing should the Town allow to achieve the State Government's density requirements and where should it be located? (You may pick multiple options)

Answered: 277 Skipped: 53



Your community, your say: Visions of the future



Your community, your say: Visions of the future

	CLAREMONT TOWN CENTRE	ADJACENT TO STIRLING HIGHWAY	LOCAL CENTRES AND NEAR RAILWAY STATIONS	EXISTING SUBURBAN AREAS	TOTAL RESPONDENTS
Single or Double Storey Homes (Lot size 500sqm or greater)	18.22% 47	23.64% 61	28.29% 73	89.15% 230	258
Single or Double Storey Homes (Lot size 499sqm or less)	21.20% 53	31.20% 78	44.80% 112	72.80% 182	250
Single or Double Storey Grouped Dwellings (Townhouses)	37.05% 93	48.21% 121	65.34% 164	48.61% 122	251
Apartments up to three storeys	54.44% 135	62.50% 155	66.53% 165	14.11% 35	248
Apartments up to five storeys	61.84% 141	58.33% 133	53.51% 122	6.58% 15	228
Apartments up to eight storeys	57.93% 95	49.39% 81	39.02% 64	8.54% 14	164
Retirement Villages	39.15% 92	34.89% 82	70.21% 165	43.40% 102	235
Ancillary Accommodation ('Granny Flats')	24.17% 58	27.92% 67	37.08% 89	86.67% 208	240

Q16 What features do you think would best attract businesses into the Town Centre and Claremont as a whole?

Answered: 253 Skipped: 77

#	RESPONSES	DATE
1	good connections, vibrant market conditions, good supply of consumers, availability of fairly priced office / shop space, a critical mass of already well established businesses in the vicinity: business park conditions	4/27/2021 5:36 PM
2	adequate parking for their patrons, increased foot traffic away from Claremont Quarter, non-exorbitant rent	4/27/2021 3:25 PM
3	I do ponder the possibility of actual office space being developed close to the town centre (i.e. train station). A bit similar to Subiaco (although no where near in the same scope). It could possibly bring office workers into the area - more shops that bring patrons just adds to street congestion - whereas office workers could more likely get to Claremont using public transport - while adding to the patronage of the current shops. Where there plans on the RAS development to add some office space there? Also perhaps down on Stirling Hwy not too far from the town centre (walkable from train station + accessible from Stirling Hwy). You wouldn't necessarily want too much - Subiaco isn't doing great (it appears a bit boom and bust) - but perhaps there is a good mix that could be added to the area that would also add to the sustainability of the commerce in the town centre?	4/27/2021 2:41 PM
4	SUBSIDIES INITIALLY	4/27/2021 2:14 PM
5	improved pedestrian connectivity between the town and new north east oval precinct	4/27/2021 1:22 PM
6	More lively main streets, including more eating and drinking venues. Less congestion.	4/27/2021 1:15 PM
7	A village atmosphere - pedestrian traffic, easy access and a 'green'/historic appeal with modern facilities e.g. wi-fi access/ public toilets.	4/27/2021 12:04 PM
8	better parking	4/27/2021 11:55 AM
9	Remove cars from upper half of Bay View Terrace	4/27/2021 10:31 AM
10	shopping	4/27/2021 9:39 AM
11	Better restaurants	4/27/2021 7:19 AM
12	Opening hours until 6pm	4/27/2021 4:41 AM
13	RE ROUTING OF THROUGH TRAFFIC AWAY FROM THE TOWNSHIP !!!??? Traffic congestion is a major problem within the township & will only increase with further development along Stirling Highway and throughout the township. A Major State Planning Project is Required in the Form of a TUNNEL !!!	4/26/2021 6:56 PM
14	The location is already the attraction. The market will determine what specific businesses will continue to be attracted.	4/26/2021 5:10 PM
15	Access - parking, public transport Scale Diversity	4/26/2021 4:44 PM
16	Affordability, lots of vacant shops at the moment. It appears this is a problem that the council can't control.	4/26/2021 3:26 PM
17	Safe high class shopping	4/26/2021 1:27 PM
18	Better infrastructure	4/26/2021 12:43 PM
19	What nature of business are you referring to ?? commercial ? retail ? manufacturing ? tourism? professional services? Each of these has different needs.	4/26/2021 11:09 AM
20	No through traffic and more alfresco dining/food/ drink	4/26/2021 10:50 AM
21	Parking and beautified precincts and facades	4/26/2021 10:37 AM
22	Less traffic jams (underground access is better) We need easier access to the town via public transport. The town needs to be more pedestrian friendly.	4/26/2021 8:42 AM

Your community, your say: Visions of the future

23	Reasonable Rents	4/26/2021 8:41 AM
24	Heritage character	4/25/2021 10:54 PM
25	Rental subsidies for new businesses (3-6 months)	4/25/2021 8:23 PM
26	Unique features like pedestrian only areas, improving the atmosphere/the centre is too sterile; more outdoor shopping and eating experiences	4/25/2021 5:01 PM
27	Reasonable rents. The real reason there are so many empty stores on Bayview Terrace is Mafia-style landlords who set the rent rates unreasonably high which small businesses cannot afford, particularly given the current pandemic butterfly effects to commerce.. Therefore we have a collection of virtually permanently empty stores on Bayview Terrace and surrounding areas, which are only leased as pop-up stores because no one can afford the unrealistic rental prices set by the few landlords who own these particular shops that are and have been empty for an unreasonable amount of time. This looks very bad for Claremont town centre and we just need to look at Subiaco Town Centre to see what a sad modern day ghost town looks like. Wake up council!, Start penalising these greedy landlords with yearly increasing Land rates penalties for not leasing these stores out at a more reasonable rental cost.	4/25/2021 5:01 PM
28	Available public transport; adequate free parking.	4/25/2021 4:30 PM
29	Get rid of the ridiculous, revenue raising parking in the main precinct and have a strip of restaurants, bars, cafes with plenty of choice and also some live music options or an "Ellington Jazz Club" style venue	4/25/2021 4:17 PM
30	A vibrant successful business community that one wanted to be part of because of public exposure	4/25/2021 3:45 PM
31	Improved traffic flow and parking management	4/25/2021 3:12 PM
32	Office accommodation	4/25/2021 12:42 PM
33	I believe Claremont has sufficient well designed, able to access business centres	4/25/2021 11:05 AM
34	Public spaces, easy access and parking	4/24/2021 4:33 PM
35	Financially penalise owners who leave premises empty or undeveloped for more than 6 months . Double their rates every 6 months	4/24/2021 3:33 PM
36	communications, location as appropriate to the business	4/24/2021 12:11 PM
37	Lower rents and a holiday from rates in, say, their first 6-12 months.	4/22/2021 10:48 PM
38	n/a	4/22/2021 3:15 PM
39	good transport and office space already present.	4/22/2021 9:37 AM
40	council efficiency, reasonable rents	4/21/2021 2:02 PM
41	not sure - but the central layout could be improved- less cars and more foot traffic for browsing	4/21/2021 10:42 AM
42	cost, parking	4/21/2021 9:31 AM
43	More cafes, restaurants	4/21/2021 7:29 AM
44	There is a need to revive the quintessential Claremont street culture. That has been lost. With this returned, there would a more vibrant culture. Bayview Tce in its current form is ugly with an awkward street scape (vision of a potentially attractive street is usually blocked by large SUVs parked on an angle).	4/20/2021 10:22 PM
45	No idea	4/20/2021 5:21 PM
46	Improving amenity in and around CQ. The inaccessibility, parking issues, limited leafy streetscapes (that courtyard section outside Academy Cafe is SUPER depressing - for smokers only!) all contribute to making the Town Centre less attractive and less of a "high street" than it was. From the train line all you see is metres and metres of giant wall and carpark entrances. This is probably not within the remit of TOC, but Claremont used to be a destination to go and eat/drink. It was lively and fun. At night it's now a cemetery. There's barely anywhere TO go and eat/drink. No cool local wine bars or bistros. Just Billie H, which is nice but very pricey.	4/20/2021 9:45 AM
47	Lower rents	4/20/2021 8:24 AM
48	Parking and ease of parking	4/19/2021 9:53 PM

Your community, your say: Visions of the future

49	Better atmosphere and more visitors to the neighbourhood normally attracted by better amenities, restaurants etc	4/19/2021 7:50 PM
50	Free parking	4/19/2021 7:05 PM
51	Improving the connectivity between the bulky Quarter block & the rest of the shopping precinct. Because they did not build the inclusive design preferred by the community this has cut off Bay View Tce etc to their detriment. Major efforts needed to incorporate the areas better. Also improve parking facilities in Leura to facilitate easy access to Bay ViewTce. Also need more than 1 Acrod parking spot.	4/19/2021 6:27 PM
52	more parking adjacent to shopping	4/19/2021 4:32 PM
53	High amount of foot traffic	4/19/2021 12:02 PM
54	Competitive rates and efficient services	4/19/2021 10:59 AM
55	Accessibility	4/19/2021 9:25 AM
56	Pedestrian foot traffic, Council reducing red tape,	4/18/2021 8:24 PM
57	Perhaps more reasonable rents?	4/18/2021 5:57 PM
58	reasonable rates and rents	4/18/2021 5:08 PM
59	Lower rents	4/18/2021 4:45 PM
60	More connectivity between Claremont Quarter and surrounding hubs, helping businesses with more foot traffic and a larger range of businesses means a more vibrant community.	4/18/2021 3:45 PM
61	FAMILY CATERED EVENTS	4/18/2021 1:24 PM
62	Vibrant and thriving shopping districts with easy access to public transport and parking.	4/18/2021 11:15 AM
63	Sensible Rents	4/18/2021 10:55 AM
64	Street night markets to be held once a month during summer	4/18/2021 9:57 AM
65	Occupying the vacant restaurant / bar building in lower Bay view tce with a coffee shop/ bar	4/18/2021 9:46 AM
66	variety of business / shopping options, minimal 'red-tape', better parking	4/18/2021 8:14 AM
67	Don't know	4/17/2021 7:16 PM
68	Reasonable rent, parking, reasonable trading hours, fashionable and well kept streets and communal areas	4/17/2021 7:07 PM
69	Lower commercial rents	4/16/2021 3:32 PM
70	Variety, lower rents, events such as ARTRA. We need people to come in to Claremont Town centre so things that draw people in would be typically food. Make The northern end of Bayview Tce pedestrian only and have lots of alfresco dining available like the Freo Cappuccino strip	4/16/2021 3:18 PM
71	ensuring all empty buildings are filled, rent prices	4/16/2021 8:13 AM
72	more predictable environment unthreatened by ad hoc concert events and wild drinking festivals	4/15/2021 10:33 PM
73	Less onerous parking requirements for change of use applications.	4/15/2021 9:24 PM
74	If there was some action. Any action.	4/15/2021 7:56 PM
75	More hospitality venues	4/15/2021 5:24 PM
76	Better access & less congestion Reasonable Rents to encourage small boutiques and varied shopping experiences including improved restaurant option	4/15/2021 4:49 PM
77	Dont know but probably lower rents and easier access	4/15/2021 4:01 PM
78	Unsure	4/15/2021 3:24 PM
79	Frequent public transport to local areas. Easing Stirling Highway gridlocks through better traffic light sequencing, buying land to make more turning lanes etc.	4/15/2021 3:16 PM
80	free three hour parking	4/15/2021 1:27 PM
81	community-based businesses such as weekend markets	4/15/2021 11:02 AM

Your community, your say: Visions of the future

82	Parking free, clean safe environment	4/15/2021 7:54 AM
83	Education	4/14/2021 9:44 PM
84	Redevelopment of Stirling Highway to create an urban mixed-use boulevard	4/14/2021 9:27 PM
85	Lower rent, attractive streetscapes	4/14/2021 7:44 PM
86	More Parking	4/14/2021 7:20 PM
87	better office space (need to develop claremont town for this)	4/14/2021 5:13 PM
88	Increasing human activity	4/14/2021 4:16 PM
89	Better transport corridors. the roads are not up to the current development	4/14/2021 3:54 PM
90	Making the CBD more attractive and accessible	4/14/2021 3:03 PM
91	I think there are enough in town centre - and even Claremont as a whole	4/14/2021 1:22 PM
92	GOOD TRAFFIC MANAGEMENT FREE PARKING	4/14/2021 1:16 PM
93	remove traffic congestion and provide better parking alternatives	4/14/2021 12:31 PM
94	More budget-friendly restaurants, more popular shops rather than boutiques.	4/14/2021 11:34 AM
95	A wider variety of shops catering to day to day clothing, family and household needs.	4/14/2021 11:14 AM
96	Famous name of Claremont	4/14/2021 9:16 AM
97	More opportunity for small businesses, fewer chains	4/14/2021 8:59 AM
98	Better parking facilities.	4/13/2021 5:34 PM
99	Good customer and client access and parking	4/13/2021 5:34 PM
100	Variety of accommodation, business precinct,	4/13/2021 5:00 PM
101	Easy access multi-storey carparking within walking distance from centre. Retail Diversity Diversity of amenities	4/13/2021 4:56 PM
102	Better be access an parking More small shops and restaurants	4/13/2021 4:35 PM
103	ease of access for staff and customers	4/13/2021 4:32 PM
104	Cheaper rents in Claremont Quarter and surrounds	4/13/2021 4:25 PM
105	Competitive rent, Free or low rate parking, Better traffic management	4/13/2021 4:18 PM
106	Locally produced, socially relevant and involving community engagement	4/13/2021 2:53 PM
107	Town Centre and Claremont a good mix of businesses already.	4/13/2021 2:38 PM
108	vibrancy, community and point of difference	4/13/2021 2:31 PM
109	-	4/13/2021 11:29 AM
110	More diverse range of hospitality premises Business Park type of buildings but on a smaller scale (hubs) Rent deals Optimize transport links and parking	4/13/2021 11:05 AM
111	Lower rents	4/13/2021 10:23 AM
112	good parking, vibrant community, more cafes	4/13/2021 10:08 AM
113	Pedestrian closed paths and street shops	4/12/2021 10:29 PM
114	Community support and funding initiatives	4/12/2021 9:41 PM
115	Free parking in the centre for employees. Inexpensive rents and rates.	4/12/2021 9:25 PM
116	greater density, light rail along stirling highway	4/12/2021 8:46 PM
117	High population density, good transport and communications	4/12/2021 7:11 PM
118	Train station, good quality shops and eating establishments, vibrant town centre	4/12/2021 4:15 PM
119	parking	4/12/2021 2:43 PM
120	Lower rents	4/12/2021 2:16 PM
121	Parking Affordable lease spaces with amenities	4/12/2021 1:46 PM

Your community, your say: Visions of the future

122	Pedestrian connectivity	4/12/2021 1:20 PM
123	Diversity of commerce ie not just high end fashion	4/12/2021 12:49 PM
124	Facilities and infrastructure	4/12/2021 12:01 PM
125	suitable parking facilities	4/12/2021 11:50 AM
126	Good transport and parking, fair rents, clusters of similar businesses (eg retail, tech)	4/12/2021 11:47 AM
127	more options	4/12/2021 10:44 AM
128	Allow longer than 15 mins parking in Bay View Tce - what sort of shopping can you achieve in 15 mins especially if you have to wait in a queue.	4/12/2021 10:44 AM
129	More affordable rents. Easier access to transport.	4/12/2021 10:04 AM
130	better traffic management and parking	4/11/2021 10:15 PM
131	Pop up at empty shops, reasonably priced eateries	4/11/2021 9:39 PM
132	Something fun and family friendly - like a Bowling Alley / arcade / Burger bar type combined venue - or a Sports Bar (like a Varsity Burger). There are sufficient other restaurant types, but nothing that's really fun and family friendly. Or a Holey Moley venue etc.	4/11/2021 8:32 PM
133	Bars and restaurants to create more of a lunch time / evening vibe	4/11/2021 7:58 PM
134	There is no KMart or Big W anywhere near Claremont.	4/11/2021 6:37 PM
135	Smart, clean environment with good commuter access and no metered parking	4/11/2021 5:32 PM
136	At the present time there are a number of vacant premises in the Town centre, rents are high and personally if i was a business proprietor i certainly would not consider opening a business in the area.	4/11/2021 5:05 PM
137	A good pub	4/11/2021 4:53 PM
138	Easy parking facilities as currently the case, keeping the village atmosphere, affordable rents	4/11/2021 4:15 PM
139	New / Upgraded facilities in existing buildings. Reasonable rents.	4/11/2021 3:32 PM
140	better traffic management on Stirling hwy.	4/11/2021 1:53 PM
141	High speed internet	4/11/2021 1:53 PM
142	improved traffic management congestion & parking options	4/11/2021 1:32 PM
143	Diversity of other businesses already present	4/11/2021 1:09 PM
144	Better traffic management	4/11/2021 1:09 PM
145	Traffic control and parking.	4/11/2021 1:04 PM
146	BayView Terrace change back to what it was	4/11/2021 1:03 PM
147	Being in business that don't just target the top end earners - we don't have a Kmart or a target our bunnings is useless	4/11/2021 12:51 PM
148	Better rents	4/11/2021 12:38 PM
149	parking facilities	4/11/2021 11:40 AM
150	Free parking, maintaining/attracting a diverse community, including young people.	4/11/2021 11:32 AM
151	free parking, easy access, diversity,	4/11/2021 11:15 AM
152	A definitive plan around mixed use (residential, retail and small office) that makes is very clear what is and what isn't permissable. Hence discussions with your planning team would be more clear.	4/11/2021 10:49 AM
153	Easy parking. Improved bike paths and walking paths. More bike racks Adequate train and bus access already exists.	4/11/2021 10:23 AM
154	Access, transport and dwelling variety.	4/11/2021 10:20 AM
155	Disincentives to landlords who let their properties sit empty for too long. Encourage community events in the town Centre. Not just those run by the town, but invite/ encourage community groups to run events such as art exhibitions/ competitions. Small food	4/11/2021 8:51 AM

Your community, your say: Visions of the future

producers exhibits. Small business forums or shared working spaces. Parking and traffic flow, including public transport. Pedestrian access.

156	More parking, better traffic management.	4/11/2021 8:39 AM
157	variety, safe, affordable	4/11/2021 6:58 AM
158	Diversity in services being offered.	4/10/2021 9:46 PM
159	Unsure	4/10/2021 9:40 PM
160	Good public transport. Ease of access	4/10/2021 9:02 PM
161	Extension of the shopping centre. Present is already too small with recently already constructed apartments and also these approved.	4/10/2021 6:12 PM
162	Make Bayview and surrounding pedestrian only Expanded (reliable) opening hours for food venues	4/10/2021 5:57 PM
163	Lower rents	4/10/2021 5:15 PM
164	Free up regulations and costs and remove the parking inspectors	4/10/2021 4:32 PM
165	Free parking, better shops, restaurants, outdoor eating & drinking in summer	4/10/2021 4:21 PM
166	Less people	4/10/2021 4:02 PM
167	Affordable rents and good, free parking	4/10/2021 3:26 PM
168	More people, but there is no more room to expand the centre. It's in the wrong area and bounded by poor roads and a railway. Find another location.	4/10/2021 3:11 PM
169	Asking first of all the demographic that will spend - what they actually want to spend their money on	4/10/2021 2:32 PM
170	There are a lot of empty shops now, rents appear to be high, at present , i can't imagine that it would be attractive to open a business in the town centre.	4/10/2021 1:53 PM
171	low rents	4/10/2021 1:08 PM
172	Flexible retail hours	4/10/2021 1:00 PM
173	Diversely of business types. Subsidies rent short term to fill empty properties	4/10/2021 12:06 PM
174	A cinema and a specialised delicatessen.	4/10/2021 12:03 PM
175	Shuttle buses and events	4/10/2021 11:52 AM
176	Public transport access Parking	4/10/2021 11:47 AM
177	Increased parking, possibly multi story	4/10/2021 11:38 AM
178	location, population profile	4/10/2021 11:33 AM
179	It is very good as it is. Quality restaurants and hotel are a good attraction.	4/10/2021 11:28 AM
180	Better footpaths, street furniture, trees	4/10/2021 11:22 AM
181	Lower rents higher density walkability	4/10/2021 10:57 AM
182	Easy and cheap transport; boutique shops	4/10/2021 10:44 AM
183	Lower rents	4/10/2021 10:02 AM
184	Competitive rentals	4/10/2021 9:53 AM
185	We already have a good mix	4/10/2021 9:28 AM
186	More variety. Bay View Terrace is just a boring big car park. Not nice to walk around or sit outside. People just stick inside the Shopping centre. Encourage Interesting independent business/hospitality along the vacant shops along the terrace. Close the street to cars and make it alfresco and family friendly. Open a pocket park to attract families to stay in centre longer. Build a quality hotel near the new station to encourage tourists to base themselves in Claremont - direct Airport line, near the city and beach. Allow the Showlands redevelopment to become an entertainment precinct.	4/10/2021 8:53 AM
187	ease of access, parking. An unfortunate result of Claremont Centre (Hawaiian development) is that businesses with high rents are concentrated there. Bayview Tce has lost out. Areas with lower rents would attract more diverse and interesting businesses	4/10/2021 7:43 AM

Your community, your say: Visions of the future

188	Show more leniency towards fining people for overstaying their time limit with parking, the ridiculous parking fines being issued by the town only makes customers more determined not to come back.	4/10/2021 7:38 AM
189	Don't know	4/10/2021 7:10 AM
190	Make it pedestrian only throughout Bayview terrace and st quentin so people can use the space and so can business ie like hay st Perth	4/10/2021 12:25 AM
191	easy traffic and parking	4/9/2021 10:55 PM
192	Central to public transport , good parking options and good spaces for parking	4/9/2021 10:07 PM
193	nothing	4/9/2021 9:53 PM
194	Better traffic movement and parking	4/9/2021 9:20 PM
195	Reasonable rent	4/9/2021 8:38 PM
196	The high cost of retail/restaurant rent seems to be a problem; some incentives may help. Event days should be continued. Apart from boutiques clothing, there are no other obvious like-businesses that would attract people from afar. Clusters of like-businesses do well as customers will drive a long way if there is a good chance of getting what they want because of large choice in a small location. Perhaps a marketing campaign that identifies similar existing businesses within Claremont could help.	4/9/2021 8:21 PM
197	Location, cleanliness and connectivity	4/9/2021 8:16 PM
198	-	4/9/2021 8:09 PM
199	More people and amenities	4/9/2021 8:09 PM
200	na	4/9/2021 7:56 PM
201	More small bars and cafes. Melbourne laneway style	4/9/2021 7:45 PM
202	Reasonable rents; sensible approaches to supervising parking do that it is not overly perjurative; well planned car free zones to allow a lot of padding walking traffic	4/9/2021 7:32 PM
203	Maintaining the current character of the suburb so it differentiates from other areas	4/9/2021 7:26 PM
204	Shops offering more varied and reasonably priced products. Good free parking facilities available and aesthetically pleasing environment. NOT as sterile and uninteresting as permitted at Claremont Quarter.	4/9/2021 7:08 PM
205	More parking	4/9/2021 6:38 PM
206	affordable rent	4/9/2021 6:33 PM
207	More frequent trains	4/9/2021 6:27 PM
208	cheaper rent	4/9/2021 6:12 PM
209	Cheaper rent. Turn half of BY View tcd into a walkway (no cars) with eateries spilling onto the sideway	4/9/2021 6:07 PM
210	Bring more sole traders with a point of difference to retail sector	4/9/2021 6:01 PM
211	Provide business owners with adequate parking if they need vehicles cor their business	4/9/2021 5:57 PM
212	Maintaining good free parking options	4/9/2021 5:40 PM
213	Reducing rents	4/9/2021 5:38 PM
214	-	4/9/2021 5:36 PM
215	Unsure	4/9/2021 5:34 PM
216	more and more varied shops and facillities	4/9/2021 5:30 PM
217	Reduce traffic density	4/9/2021 5:26 PM
218	Ease of access	4/9/2021 5:25 PM
219	Low rents, clean air	4/9/2021 5:21 PM
220	Ease of driving thetr	4/9/2021 5:16 PM
221	The establishment of more cafe strips like claremont crescent	4/9/2021 5:12 PM

Your community, your say: Visions of the future

222	The Town is already at capacity	4/9/2021 5:03 PM
223	Efficient transportation	4/9/2021 4:47 PM
224	Affordable rent Socio economics of the residents	4/9/2021 4:44 PM
225	Purchasing power of the community	4/9/2021 4:40 PM
226	Clients There would be more hospitality on Bay View and St Quintin if there were more patrons willing to be there. And they will come when it is more pleasant to use the facilities; not along busy street... make those streets car free	4/9/2021 4:40 PM
227	None	4/9/2021 4:38 PM
228	Paid co-working spaces. Restaurants and boutique wine bars. Coffee shops. Safety at night. Ongoing events schedule in the town centre.	4/9/2021 4:38 PM
229	Affordable rent	4/9/2021 4:34 PM
230	The ability to work in the most sustainable and environmentally conscious council in WA	4/9/2021 4:34 PM
231	An actual purpose built library with community hub that can be used for various groups and functions. Art gallery. Cheaper leases, more parking	4/9/2021 4:31 PM
232	Access to transport and people	4/9/2021 4:25 PM
233	Lower lease agreements	4/9/2021 4:25 PM
234	Less red tape	4/9/2021 4:25 PM
235	Not sure	4/9/2021 4:23 PM
236	More restaurants, cafes, bars and general atmosphere.	4/9/2021 4:22 PM
237	Define "businesses" ie, shops? workshops? heavy industry?	4/9/2021 4:00 PM
238	Fewer boutiques and more variety ... we don't have a decent greengrocer or market. Supermarket offers sub standard produce.	4/9/2021 3:16 PM
239	Parking access	4/9/2021 2:42 PM
240	Less traffic,	4/9/2021 11:14 AM
241	Maybe best to ask business owners that question	4/9/2021 10:38 AM
242	Better access to parking. Expand Claremont quarter to allow more businesses to join. Remove the Showgrounds agricultural precinct and put apartments and a Westfield shopping centre	4/9/2021 8:02 AM
243	Affordable rent, available cheap parking, good public transport	4/9/2021 7:54 AM
244	I don't believe it needs anymore business only on tiring highway	4/8/2021 10:18 PM
245	free flow of traffic and easy parking	4/8/2021 9:45 PM
246	Free parking in showgrounds - free train between showgrounds and Claremont?	4/8/2021 9:25 PM
247	Diverse population. Woder variety of unique retail not more cafes	4/8/2021 9:25 PM
248	More people in the town centre. Better street environments. A master plan fir the town centre to create certainty	4/8/2021 8:44 PM
249	Shopping at Quarter	4/8/2021 7:22 PM
250	Cheaper rates and rents Better traffic management near business areas Less red tape (sidewalk cafe's etc, parking concerns etc.)	4/8/2021 6:57 PM
251	Claremont hotel as a venue for great food and relaxing atmosphere would make a huge difference. Encourage landlord on bay view to lease shops by raising rates on empty properties	4/8/2021 11:24 AM
252	Reasonable rents, decent availability of parking, walk-ability of town centre/suburb as a whole to ensure regular flow of customers	4/8/2021 7:50 AM
253	Large market share, e.g. there's no Kmart close by.	4/8/2021 7:10 AM

Q17 What do you think are the barriers of doing business in the Town Centre and Claremont as a whole?

Answered: 243 Skipped: 87

#	RESPONSES	DATE
1	Red tape: Lack of a diversified business community presence, Lack of a diversified and sizeable consumer base: Absence of facilities for business travellers? microbusinesses, no hotels, temporary offices etc Perception of Claremont as an expensive well established residential centre rather than a cutting edge business centre.	4/27/2021 5:36 PM
2	lack of vibrancy, especially on a Sunday and after hours	4/27/2021 3:25 PM
3	Sometimes access to the parking available in the town centre during busy times can be slow to get to and bank back - especially on the weekends. Also general accessibility in the after work rush hour. If future developments could provide access to parking off Stirling Hwy (without causing traffic snarls) - similar to the parking under Bunnings - if that's possible it might help?	4/27/2021 2:41 PM
4	unsure	4/27/2021 1:22 PM
5	Lack of foot traffic outside of the Claremont Quarter	4/27/2021 1:15 PM
6	Traffic density especially around school pick up times.	4/27/2021 12:04 PM
7	high rents	4/27/2021 11:55 AM
8	I do not think there are any real barriers other than perhaps cost of premises	4/27/2021 10:31 AM
9	Traffic congestion	4/27/2021 7:19 AM
10	Limited parking space, early shop closure on weekdays	4/27/2021 4:41 AM
11	TRAFFIC CONJESTION	4/26/2021 6:56 PM
12	The future parking and traffic flows could be a deterrent in the future. That of course applies in so many communities	4/26/2021 5:10 PM
13	it is highway centric	4/26/2021 4:44 PM
14	Cheaper & more accessible precients close by	4/26/2021 3:26 PM
15	Parking traffic	4/26/2021 1:27 PM
16	Lack of parking and the division of Claremont North and south	4/26/2021 12:43 PM
17	Avaricious landlords traffic gridlock	4/26/2021 11:09 AM
18	Crazy traffic jams and limited cheap social meeting spots	4/26/2021 10:50 AM
19	Bottleneck Traffic Parking	4/26/2021 10:37 AM
20	People avoid Claremont because there is too much traffic. It is not easy to get to by bike (messy to cross the roads on bikes and not many points to cross the train line).	4/26/2021 8:42 AM
21	Traffic Disruption, High Rents	4/26/2021 8:41 AM
22	Excessively high rents	4/25/2021 10:54 PM
23	Cost Vocal minority complaining about planning and new development	4/25/2021 8:23 PM
24	Rent too expensive	4/25/2021 5:01 PM
25	Unaware of any barriers	4/25/2021 4:30 PM
26	Lack of choice with dining and parking	4/25/2021 4:17 PM
27	Congestion, poor parking facilities and high level of commercial vacancies	4/25/2021 3:45 PM
28	Current high level of commercial vacancies is off putting Access to convenient planning is discouraged by traffic congestion	4/25/2021 3:12 PM

Your community, your say: Visions of the future

29	Don't know	4/25/2021 12:42 PM
30	I do not find any	4/25/2021 11:05 AM
31	Huge turnover of shops. Also, everything does at 5.00pm	4/24/2021 3:33 PM
32	not sure	4/24/2021 12:11 PM
33	High rents, not enough foot traffic (unless you're in CQ).	4/22/2021 10:48 PM
34	n/a	4/22/2021 3:15 PM
35	none	4/22/2021 9:37 AM
36	high rental costs	4/21/2021 2:02 PM
37	as above	4/21/2021 10:42 AM
38	out of cbd	4/21/2021 9:31 AM
39	Trains don't run late at night	4/21/2021 7:29 AM
40	Lack of flow for pedestrians and a cohesiveness within the centre.	4/20/2021 10:22 PM
41	Ask a business person	4/20/2021 5:21 PM
42	Accessibility, lack of venues	4/20/2021 9:45 AM
43	I don't really know, but the number of businesses that open then close just as quickly suggests that it is not financially viable to stay in Claremont.	4/20/2021 8:24 AM
44	Ever tried to get to Typika Cafe at Friday lunch time, sums it up I think.	4/19/2021 9:53 PM
45	Not enough people and too homogenous. We don't have enough diversity of business in the area	4/19/2021 7:50 PM
46	High rent costs	4/19/2021 7:05 PM
47	See above - multi storey parking needed not just for the Quarter. Perhaps on the site of the old Bunnings store to support the non Quarter part of Claremont? Also the new rail arrangement is making access even more difficult. One used to be able to jag parking relatively close to where one wanted to shop, this is no longer the case. One now has to plan when to head for the shops and pray. And on more than one occasion, give up and make do with Floreat Forum. Or drive round the block and try again, and again. The Quarter created exclusion zone is not good for businesses.	4/19/2021 6:27 PM
48	too congested	4/19/2021 4:32 PM
49	Lack of nightlife and a lack of a cohesive organisation of businesses by type, for example there's no real food court at Claremont quarter. Everything kind of sprawls out, which can be difficult to generate foot traffic	4/19/2021 12:02 PM
50	Congestion and parking	4/19/2021 9:25 AM
51	Lack of parking in Claremont Quarter at busy times	4/18/2021 8:49 PM
52	Cost of rent, parking in lieu fees, parking availability	4/18/2021 8:24 PM
53	The former Cuppa site has been empty for years. Rent too high? As a resident, I don't know the barriers.	4/18/2021 5:57 PM
54	cost of renting	4/18/2021 5:08 PM
55	High rents	4/18/2021 4:45 PM
56	With so many empty shops & restaurants and as mentioned above more connectivity, more walking zones encouraging people to engage again.	4/18/2021 3:45 PM
57	?NOT SURE	4/18/2021 1:24 PM
58	Unsure.	4/18/2021 11:15 AM
59	Parking nightmare	4/18/2021 10:55 AM
60	Council not interested in engaging with teenagers and 18-21 to see what they would like held in Claremont	4/18/2021 9:57 AM
61	Traffic cogestion before and after school	4/18/2021 9:46 AM

Your community, your say: Visions of the future

62	Don't know	4/17/2021 7:16 PM
63	I'm not sure	4/17/2021 7:07 PM
64	Perking and traffic congestion	4/16/2021 3:32 PM
65	Getting to Claremont is often difficult coming down Railway/Gugeri St. It can be a traffic jam at times of the day. There needs to be a cheaper dept store, such as K-mart or Target so that people stay in the area to shop rather than go up to Karrinyup or even Innaloo	4/16/2021 3:18 PM
66	none	4/16/2021 8:13 AM
67	RASWA	4/15/2021 10:33 PM
68	Greedy landlords, vacant tenacies should attract higher rates. Opaque parking requirements for new developments.	4/15/2021 9:24 PM
69	Nowhere to entertain.	4/15/2021 7:56 PM
70	Traffic congestion,	4/15/2021 5:24 PM
71	High Rents	4/15/2021 4:49 PM
72	Rents, rates and parking	4/15/2021 4:01 PM
73	Unsure	4/15/2021 3:24 PM
74	Parking issues for customers.	4/15/2021 3:16 PM
75	congestion in Leura Ave, Gugeri St and Stirling Rd	4/15/2021 1:27 PM
76	traffic	4/15/2021 11:02 AM
77	Lack of diversity	4/15/2021 7:54 AM
78	Over crowded	4/14/2021 9:44 PM
79	Stirling Highway - currently an eyesore with low quality development and high vacancy rates	4/14/2021 9:27 PM
80	High rent, parking restrictions	4/14/2021 7:44 PM
81	Lack of parking	4/14/2021 7:20 PM
82	office space	4/14/2021 5:13 PM
83	don't know	4/14/2021 4:16 PM
84	Parking, access, interesting spaces	4/14/2021 3:54 PM
85	The railway and with the upgrade to the station the restricted access from North Claremont	4/14/2021 3:03 PM
86	Parking and competition...as well as heavy traffic at school start and finish times. Any development of Stirling Highway will aggravate both - but esp. congestion - and there is never enough allocated parking in the development - as seen by the resident parking in the street outside Jacks - blocking access to customer access in the 7-9 am timeframe - and 6-10 timeframe at night	4/14/2021 1:22 PM
87	Traffic congestion Parking	4/14/2021 1:16 PM
88	parking and bringing moor people into the mix	4/14/2021 12:31 PM
89	Too many boutique stores, which restricts the town/shopping feeling to purely luxury or expensive living.	4/14/2021 11:34 AM
90	High rent.	4/14/2021 11:14 AM
91	It is not very big.	4/14/2021 9:16 AM
92	Access	4/14/2021 8:59 AM
93	Traffic congestion - Leura Ave, Stirling Hway, Gugeri St, St Quentin Ave and Claremont Cres, Swanbourne.	4/13/2021 5:34 PM
94	Regular congestion along the highway and roads around the town centre	4/13/2021 5:34 PM
95	isolation from other business centres	4/13/2021 5:00 PM
96	Traffic congestion Inadequacy of easy parking close to centre	4/13/2021 4:56 PM
97	Facilities limited	4/13/2021 4:35 PM

Your community, your say: Visions of the future

98	as a whole access and parking are ok	4/13/2021 4:32 PM
99	Traffic congestion from over development and growing parking problems	4/13/2021 4:25 PM
100	access & parking for cars, Congested roads, especially at "school times" Am & Pm	4/13/2021 4:18 PM
101	unsure	4/13/2021 2:53 PM
102	Traffic and parking. Ingress/egress to Claremont Quarter carpark is a real problem with gridlocks due to roundabouts metres away from traffic lights. This is exacerbated during school pick-up/drop-off times.	4/13/2021 2:38 PM
103	planning and red tape	4/13/2021 2:31 PM
104	-	4/13/2021 11:29 AM
105	Cost Location, access to CBD	4/13/2021 11:05 AM
106	High rents	4/13/2021 10:23 AM
107	it's dead after hours	4/13/2021 10:08 AM
108	High rent	4/13/2021 9:01 AM
109	Congested roads	4/12/2021 10:29 PM
110	High rents	4/12/2021 9:41 PM
111	High rents and rates	4/12/2021 9:25 PM
112	low foot traffic, inefficient traffic management	4/12/2021 8:46 PM
113	Not busy enough	4/12/2021 7:11 PM
114	Rent prices too high, low foot traffic outside the Quarter☹	4/12/2021 4:15 PM
115	high rent	4/12/2021 2:43 PM
116	High rents	4/12/2021 2:16 PM
117	Retail seems to dominate the Town Centre. We have lost good restaurants, the ability to park easily and the cost of being here can be prohibitive.	4/12/2021 1:46 PM
118	Rents	4/12/2021 1:20 PM
119	expensive rent	4/12/2021 12:58 PM
120	Bay View Tce is seen as a ghost town particularly the area between St Quentin and highway. Little foot traffic and less vibrancy.	4/12/2021 12:49 PM
121	red tape, bureacracy, bad planning	4/12/2021 12:01 PM
122	traffic congestion along Stirling Highway	4/12/2021 11:50 AM
123	Access, parking, transport	4/12/2021 11:47 AM
124	only one good shopping "Claremont Quarter" there should be more options	4/12/2021 10:44 AM
125	2 hour parking is not long enough if you want to do several things in Claremont e.g. shopping - food clothes, post office bank and library	4/12/2021 10:44 AM
126	Too much traffic around the Town Centre, especially school starting and finishing times.	4/12/2021 10:04 AM
127	poor traffic management and long term parking	4/11/2021 10:15 PM
128	The train line and tunnels disconnect north and south. Costs are also high. And size + lack of carparks.	4/11/2021 8:32 PM
129	Isolated from bars and restaurants	4/11/2021 7:58 PM
130	The day Claremont introduces metered parking will be the day I no longer shop in Claremont. I avoid the City Centre, Subiaco, Leederville and Fremantle for this reason.	4/11/2021 5:32 PM
131	see above	4/11/2021 5:05 PM
132	?	4/11/2021 4:53 PM
133	Landlord rates	4/11/2021 4:15 PM
134	Stirling Highway. Lack of parking. Poor retail spaces.	4/11/2021 3:32 PM

Your community, your say: Visions of the future

135	Financing and occasional traffic during peak hour	4/11/2021 1:53 PM
136	Thriving alongside other businesses traffic flow, affordable lease options and reduced trading restrictions	4/11/2021 1:39 PM
137	traffic & parking	4/11/2021 1:32 PM
138	High rents	4/11/2021 1:09 PM
139	Conjestion	4/11/2021 1:09 PM
140	Bay View Terrace seems to lack coordination with Claremont Quarter.	4/11/2021 1:04 PM
141	Restricted Parking - 2 hours should be extended	4/11/2021 1:03 PM
142	Cost and the council	4/11/2021 12:51 PM
143	Expense	4/11/2021 12:38 PM
144	review parking restrictions	4/11/2021 11:40 AM
145	Residents who reject diversity and the idea of bringing people into the suburb to sue facilities.	4/11/2021 11:32 AM
146	high rent, parking	4/11/2021 11:15 AM
147	Uncertainty	4/11/2021 10:49 AM
148	poor parking. Lack of enough bike paths and walking paths. lack of enough bike racks	4/11/2021 10:23 AM
149	Numbers of people easily accessing the precinct.	4/11/2021 10:20 AM
150	Economic viability	4/11/2021 8:51 AM
151	No enough people. Need to offer a reason to come to Claremont. Need more parking and better traffic management.	4/11/2021 8:39 AM
152	lack of small offices	4/11/2021 6:58 AM
153	Traffic. Elite customer market. Unprogressive policy eg improve environmental policy and maybe you attract environmental firms, especially with the train transport upgrades	4/10/2021 9:46 PM
154	Parking	4/10/2021 9:40 PM
155	Traffic congestion. Cash in lieu for parking fund has never created the multi storey parking it was meant to	4/10/2021 9:02 PM
156	The existing shopping centre is already too small.	4/10/2021 6:12 PM
157	N/a	4/10/2021 5:57 PM
158	'Nimby' attitude towards certain business types	4/10/2021 4:33 PM
159	parking inspectors who act like hawks, empty tenancies in Bayview terrace, high rental costs	4/10/2021 4:32 PM
160	Parking restrictions	4/10/2021 4:21 PM
161	Expensive	4/10/2021 4:02 PM
162	Rents, parking	4/10/2021 3:26 PM
163	See 16. Also, the rental properties for business seem to have owners who are prepared to let premises be idle if they don't get the exhorbitant rents they ask. Take the unused restaurant site in Bay View Terrace.	4/10/2021 3:11 PM
164	Too high level not grass roots	4/10/2021 2:32 PM
165	see above	4/10/2021 1:53 PM
166	high rents	4/10/2021 1:08 PM
167	Expensive rent	4/10/2021 1:00 PM
168	High rents	4/10/2021 12:06 PM
169	General challenge for retail through no fault of anyone apart from on line shopping	4/10/2021 12:03 PM
170	High rents	4/10/2021 11:52 AM

Your community, your say: Visions of the future

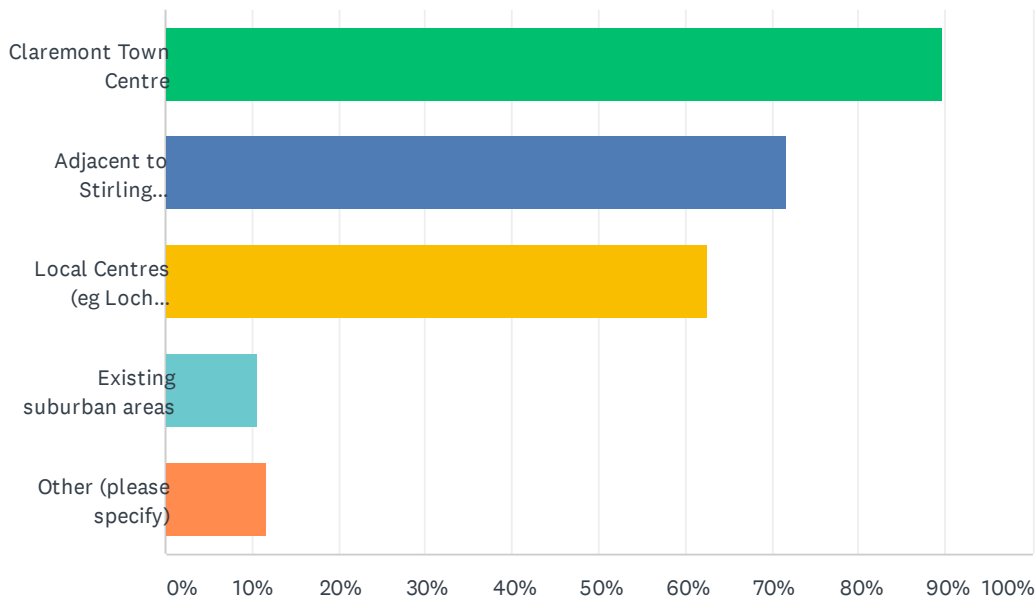
171	Multi layers of Government red tape	4/10/2021 11:47 AM
172	Traffic congestion and limited parking.	4/10/2021 11:38 AM
173	No barriers, good as is.	4/10/2021 11:28 AM
174	Dont know	4/10/2021 11:22 AM
175	Expenses	4/10/2021 10:57 AM
176	Traffic congestion	4/10/2021 10:02 AM
177	High rentals, limited pedestrian traffic in Bay View Terrace	4/10/2021 9:53 AM
178	Hard to say as I'm not affected	4/10/2021 9:28 AM
179	Don't know. But why are all the interesting small businesses bypassing it? More choice in smaller surrounding suburbs and Freo. Stirling Highway is a big barrier too geographically.	4/10/2021 8:53 AM
180	high rents	4/10/2021 7:43 AM
181	Parking fines and being able to still drive through Bayview Tce, should be a pedestrian only precinct where people can shop and eat without the fear of being hit by a car.	4/10/2021 7:38 AM
182	Don't know	4/10/2021 7:10 AM
183	Too much car traffic, so time consuming. No good pedestrian crossing. Make for cars not shopping or doing business.	4/10/2021 12:25 AM
184	getting too crowded, people have started avoiding the centre due to that	4/9/2021 10:55 PM
185	Parking, crowded , loiterers	4/9/2021 10:07 PM
186	nothing	4/9/2021 9:53 PM
187	What sort of business?	4/9/2021 9:20 PM
188	The bottleneck traffic around school starting and finishing times reduces the window that is reasonable to drive around Claremont.	4/9/2021 8:21 PM
189	Expensive shop hire and all the silly council paperwork	4/9/2021 8:16 PM
190	-	4/9/2021 8:09 PM
191	na	4/9/2021 7:56 PM
192	Council hesitation to approve development / complex bureaucracy of the Claremont council	4/9/2021 7:45 PM
193	High rents; cars allowed in Bay View Terrace and St Quentins Avenue	4/9/2021 7:32 PM
194	Congestion on Stirling Highway	4/9/2021 7:26 PM
195	Not qualified to know	4/9/2021 7:08 PM
196	Parking and high rents	4/9/2021 6:38 PM
197	nil	4/9/2021 6:33 PM
198	None	4/9/2021 6:27 PM
199	claremont is missing a key lower coat retailer eg kmart or target	4/9/2021 6:12 PM
200	Cost. No cheap office space	4/9/2021 6:07 PM
201	Paid parking	4/9/2021 6:01 PM
202	Expense	4/9/2021 5:57 PM
203	Rents	4/9/2021 5:40 PM
204	High rents	4/9/2021 5:38 PM
205	Traffic	4/9/2021 5:36 PM
206	Unsure	4/9/2021 5:34 PM
207	not applicable	4/9/2021 5:30 PM
208	Parking, proliferation of very similar businesses in close proximity (i.e. 4 Japanese restaurants within 100m)	4/9/2021 5:26 PM

Your community, your say: Visions of the future

209	Parking	4/9/2021 5:25 PM
210	Too much traffic and vehicle pollution.	4/9/2021 5:21 PM
211	Traffic problems. That ridiculous car park in Bay View Tce	4/9/2021 5:16 PM
212	Nil	4/9/2021 5:12 PM
213	Congestion	4/9/2021 5:03 PM
214	Reasonably priced property for rent	4/9/2021 4:47 PM
215	Lack of central shop hub (look at Albany Highway at East Vic Park - thriving). Claremont Quarter is too posh.	4/9/2021 4:40 PM
216	See previous question for hospitality. Having a huge mall in the center together with online competition probably keeps shops away...	4/9/2021 4:40 PM
217	Rent rates and congestion	4/9/2021 4:38 PM
218	Not being the best at what I just mentioned above.	4/9/2021 4:38 PM
219	Commercial rent is too expensive	4/9/2021 4:34 PM
220	Rent, rates and taxes	4/9/2021 4:34 PM
221	Expense. There are plenty of empty shops around the town centre.	4/9/2021 4:31 PM
222	Don't know	4/9/2021 4:25 PM
223	Price of leases	4/9/2021 4:25 PM
224	Expensive rents	4/9/2021 4:25 PM
225	Parking	4/9/2021 4:23 PM
226	Lack of places to meet, socialise and attract people to even want to be in the area.	4/9/2021 4:22 PM
227	Vehicular traffic	4/9/2021 4:00 PM
228	Expense, from the customer's point of view.	4/9/2021 3:16 PM
229	Nil	4/9/2021 2:42 PM
230	At present I don't think there are barriers but allowing developers to build multi-storey towers on Stirling Highway is total disaster - 250 apartments accessing Airlie St will be a nightmare for all	4/9/2021 11:14 AM
231	DK. Possibly high rents, outgoings, lack of foot traffic	4/9/2021 10:38 AM
232	Parking. Claremont quarter creating a walled barrier to businesses on surrounding gstreets	4/9/2021 8:02 AM
233	Rent too expensive	4/9/2021 7:54 AM
234	None	4/8/2021 10:18 PM
235	Stirling highway is too crowded	4/8/2021 9:45 PM
236	Traffic	4/8/2021 9:25 PM
237	Snobbish current population, lack of diversity	4/8/2021 9:25 PM
238	Poor bay view terrace planning. Ad hoc buildings and planning with no master plan.	4/8/2021 8:44 PM
239	Density of traffic	4/8/2021 7:22 PM
240	Traffic and parking Rates and rents (???) Perception of expensiveness	4/8/2021 6:57 PM
241	Expensive rents	4/8/2021 11:24 AM
242	High commercial rents, roadworks and impediments to vehicle or pedestrian traffic	4/8/2021 7:50 AM
243	N/A	4/8/2021 7:10 AM

Q18 Where should businesses be located? (You may pick multiple options)

Answered: 273 Skipped: 57



ANSWER CHOICES	RESPONSES
Claremont Town Centre	89.74% 245
Adjacent to Stirling Highway	71.79% 196
Local Centres (eg Loch Street, Swanbourne)	62.64% 171
Existing suburban areas	10.62% 29
Other (please specify)	11.72% 32
Total Respondents: 273	

#	OTHER (PLEASE SPECIFY)	DATE
1	adjacent to the railway line, thus facilitating use of public transport and utilising the land around and adjacent to stations	4/27/2021 5:36 PM
2	The occasional tastefully presented business (i.e. in keeping with the locality) in existing suburban areas I also consider okay (similar to the John St cafe for example.)	4/27/2021 2:41 PM
3	more grocery stores outside Claremont quarters to void congestions and enhance convenience	4/27/2021 9:39 AM
4	All of the above subject to type	4/25/2021 8:23 PM
5	Businesses can be located anywhere if they are well planned and suited to their surroundings. However, Claremont is at risk of overdeveloping and better planning is needed to ensure green space is not eroded, building heights are sympathetic to surrounds, noise and amenity issues are considered. Claremont feels like it is being overdeveloped at the moment. We cannot keep to a path of infinite growth. We need to think of a circular economy and looking after the amenity of our communities and the health of its people.	4/25/2021 5:01 PM
6	along rail line	4/25/2021 11:05 AM
7	Wherever they can make money by serving the community	4/24/2021 3:33 PM
8	There are empty shops in Bayview Tce	4/20/2021 5:21 PM
9	We need to bring small corner stores and eateries to all of Claremont providing opportunities	4/19/2021 7:50 PM

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to lots of business owners and improving the quality of amenities on offer. Something needs to be done about domain on loch, it is a wasted asset and should be as good as north street store but I worry that heritage restrictions on the building are hindering it.

10	HAVING A LOCAL PUB AND CAFE IN WALKING DISTANCE IS GREAT; SIMILAR TO WHAT THEY HAVE IN MELBOURNE	4/18/2021 1:24 PM
11	Strips that traditionally and historically had businesses (ie Shenton Road).	4/18/2021 11:15 AM
12	on the showgrounds site but in a village set out amongst new residential and green spaces.	4/15/2021 10:33 PM
13	current location (Claremont Quarter) will fit the purpose	4/15/2021 11:02 AM
14	along rail line- railway reserve	4/14/2021 12:31 PM
15	Claremont Quarter	4/14/2021 11:34 AM
16	Cafes to river foreshore	4/12/2021 4:15 PM
17	We need to encourage and work with all areas that can bring in businesses...Carrington St, Stirling Highway, Loch St, the Town Centre etc	4/12/2021 1:46 PM
18	Be mindful of traffic flow - especially along Stirling HWY which becomes stationary at certain time of day say after 3pm	4/12/2021 10:44 AM
19	Ashton Avenue / Showgrounds / Graylands Road	4/11/2021 8:32 PM
20	Depends on the type of business	4/11/2021 4:53 PM
21	At claremont quarter	4/11/2021 1:53 PM
22	Activate rail corridors near existing activity centres	4/11/2021 10:49 AM
23	make more use of the show grounds as good parking and close to the railway	4/11/2021 10:23 AM
24	Also extend existing shopping centre	4/10/2021 6:12 PM
25	A lack of town planning in past years has left Claremont messy.	4/10/2021 3:11 PM
26	loch st is not a local centre. Ashton Ave is.	4/10/2021 7:43 AM
27	Redirect traffic away from Stirling Highway. Create new hubs such as Swanbourne, using new bridge and keeping old bridge.bs Totally depends on the type of business	4/10/2021 7:10 AM
28	Small developments throughout the suburbs. Cafes and small shops etc	4/9/2021 7:45 PM
29	Wherever the best serve the customer and will avoid further traffic congestion	4/9/2021 5:38 PM
30	Define "businesses"	4/9/2021 4:00 PM
31	Question is too broad	4/9/2021 10:38 AM
32	adjacent railway	4/9/2021 7:54 AM

Q19 Are there any new businesses not available in Claremont you would like to see and where?

Answered: 213 Skipped: 117

#	RESPONSES	DATE
1	An Aldi superstore facilities catering to startup and and small entrepreneurs, a business centre offering temporary workspaces, professional kitchen that can be rented out, a performing arts space and a market. The Agricultural Show Grounds, which come to life for a few trade fairs and the Agricultural Show every year could be better utilised and have more than enough space to accommodate such proposals	4/27/2021 5:36 PM
2	Gelato/ Ice Cream shop	4/27/2021 3:25 PM
3	I generally find it hard to find men's clothes that I like around here - so tend to shop elsewhere. But the market around here is what it is so ...	4/27/2021 2:41 PM
4	TARGET OR K-MART - MORE RESTAURANTS	4/27/2021 2:14 PM
5	additional independent alfresco eating/drinking establishments around Bay View Terrace / St Quentin Ave and the new north east precinct development	4/27/2021 1:22 PM
6	Hole in the wall bar/wine bar/cafe	4/27/2021 1:15 PM
7	None spring to mind! Anything new and innovative. Theatre Arts?	4/27/2021 12:04 PM
8	No	4/27/2021 10:31 AM
9	grocery stores outside Claremont quarters	4/27/2021 9:39 AM
10	Top end restaurants	4/27/2021 7:19 AM
11	WOOLWORTHS TOWN CENTRE	4/26/2021 6:56 PM
12	I have not got an opinion on that as my needs are covered as is.	4/26/2021 5:10 PM
13	Community centres - dispersed	4/26/2021 4:44 PM
14	Reasonable mix at present	4/26/2021 3:26 PM
15	Nespresso outlet	4/26/2021 1:27 PM
16	A coffee lounge that remains open until at least 7:00 pm High quality wine bar	4/26/2021 11:09 AM
17	Nice new hotel with space for dining and relaxing. Not a student drinking hole	4/26/2021 10:50 AM
18	N/A	4/26/2021 10:37 AM
19	Bars and pubs	4/26/2021 8:42 AM
20	Better quality restaurants	4/26/2021 8:41 AM
21	Furniture, household goods, something like a "small version" of e.g. IKEA - outside the Claremont Quarter	4/25/2021 10:54 PM
22	Unaware of any unavailable businesses.	4/25/2021 4:30 PM
23	A run of designer furniture stores and interior stores to make it the upmarket "go to".....Coco Republic (not in WA), Natalie Jayne Interiors.....build a furniture hub like they have in Osborne Park.....but with quality stores only.....and also get an Aldi close to Claremont.....I'm tired of driving miles away	4/25/2021 4:17 PM
24	Private Hotel offering accommodation in association with the new Metronet Plan - seems an obvious fit for high quality tourist accommodation in a pleasant and convenient location with easy airport access	4/25/2021 3:45 PM
25	A private hotel More diversity in restaurants	4/25/2021 3:12 PM
26	Not for me	4/25/2021 11:05 AM
27	A pub. Everything possible should be done to help re-open The Clatemont Hotel	4/24/2021 3:33 PM

Your community, your say: Visions of the future

28	improved swimming pool. cf Bold Park	4/24/2021 12:11 PM
29	A proper op shop in the town centre - like larger premises for Vinnies in Ashton Ave. Rent and rates would obviously have to be heavily subsidised. A sustainable grocers focused on environmental principles - e.g. where people can take their own containers and refill them.	4/22/2021 10:48 PM
30	no	4/22/2021 3:15 PM
31	no	4/22/2021 9:37 AM
32	I would like to see more choice, in place of large corporations but understand that the smaller businesses can't afford the rent. eg. Mode, Claremont tableware, lanebookshop	4/21/2021 10:42 AM
33	Myer in the town centre	4/21/2021 7:29 AM
34	Claremont Hotel, more cafes and higher end restaurants.	4/20/2021 10:22 PM
35	All the artisans have gone to Malaga. It is easier to do that type of shopping at Margaret River	4/20/2021 5:21 PM
36	small local wine bars and bistros as are located in places like Shenton Park, Subiaco, Fremantle, Leederville	4/20/2021 9:45 AM
37	No	4/19/2021 9:53 PM
38	Better and more diverse restaurants.	4/19/2021 7:50 PM
39	Target, budget jewellery in town centre	4/19/2021 7:05 PM
40	Myers stores	4/19/2021 4:32 PM
41	Less boutiques and more accessible, handy stores	4/19/2021 12:02 PM
42	No	4/19/2021 9:25 AM
43	No	4/18/2021 8:49 PM
44	Boutique hotel in the town centre, Apple in town centre,	4/18/2021 8:24 PM
45	NO	4/18/2021 6:30 PM
46	More small local bars please	4/18/2021 5:57 PM
47	Small electrical goods like the Retrovision store that used to be on the corner of Bay View Terrace	4/18/2021 5:08 PM
48	There is a distinct lack of small bars and different restaurants within our community.	4/18/2021 3:45 PM
49	ALDI; LOCAL CORNER PUB; TARGET OR SOMETHING SIMILAR	4/18/2021 1:24 PM
50	I think there is quite a good variety at the moment. NO 'BOX' SUPERSTORES.	4/18/2021 11:15 AM
51	Jeans West, Cotton On, Nespresso, Live, Veronica Maine, Jewellery stores, Sanity....	4/18/2021 9:57 AM
52	More coffee shops, takeaway food outlets	4/18/2021 9:46 AM
53	my old local - the Claremont pub.	4/18/2021 8:14 AM
54	Cheap clothing stores	4/17/2021 7:16 PM
55	Reasonably priced takeaway that you can park and quickly pick up	4/17/2021 7:07 PM
56	Budget shopping	4/16/2021 3:32 PM
57	Yes, as stated before - something that is more 'available' to the general population such as a K-mart, Target, Best and Less. There are too many boutiques that are out of reach of many residents and less ones that are more everyday. I tend to go to Floreat Forum for a lot of my shopping as there is more variety for everyday clothing options.	4/16/2021 3:18 PM
58	no	4/16/2021 8:13 AM
59	more cafes and restaurants, particularly around the lake and the river	4/15/2021 10:33 PM
60	Repco/car accessories.	4/15/2021 9:24 PM
61	Bars, pubs, restaurants.	4/15/2021 7:56 PM
62	Great pub, more children's clothing	4/15/2021 5:24 PM
63	New Resturants and Bars	4/15/2021 4:49 PM

Your community, your say: Visions of the future

64	Unsure	4/15/2021 3:24 PM
65	No	4/15/2021 3:16 PM
66	fresh produce market	4/15/2021 1:27 PM
67	Car parts outlet, Stirling Highway	4/15/2021 7:54 AM
68	Affordable grocery shop such as target	4/14/2021 9:44 PM
69	Cafes and restaurants along Stirling Highway	4/14/2021 9:27 PM
70	More affordable but trendy furniture and clothing businesses	4/14/2021 7:44 PM
71	NO	4/14/2021 7:20 PM
72	small bars (= limits and approvals are ridiculous) Events at the showgrounds = it has been there forever. Don't live next to it if you dont like it	4/14/2021 5:13 PM
73	There is currently no hotel/tavern in the CBD	4/14/2021 3:03 PM
74	Can't think of any - perhaps Spotlight?	4/14/2021 1:22 PM
75	MEDICARE HBF OFFICE WORKS MYER DEPT STORE	4/14/2021 1:16 PM
76	Claremont is a shopping precinct of distinction and should remain so.	4/14/2021 12:31 PM
77	Hoodburger, another bubble tea shop for competition,	4/14/2021 11:34 AM
78	Target like the one in Subiaco , a red dot type shop for convenience for little things like birthday cards, wrapping paper, craft and school projects.	4/14/2021 11:14 AM
79	Medical Research Centre	4/14/2021 9:16 AM
80	Discount family stores eg Target.	4/13/2021 5:34 PM
81	Discount home-ware and clothing stores eg Target on the highway	4/13/2021 5:34 PM
82	Community arts development facilities	4/13/2021 4:56 PM
83	Dodd retail baker, butcher - non supermarket	4/13/2021 4:35 PM
84	maybe small bars near train stations	4/13/2021 4:32 PM
85	Looking forward to the redevelopment of the Claremont Hotel	4/13/2021 4:25 PM
86	Bank branches. Centerlink in center,	4/13/2021 4:18 PM
87	Organic food and produce sourced locally and seasonally (I work most weekends and am not always able to attend markets) convenience grocer would be ideal	4/13/2021 2:53 PM
88	No.	4/13/2021 2:38 PM
89	hotels, town center	4/13/2021 2:31 PM
90	-	4/13/2021 11:29 AM
91	More hospitality in the town centre Potentially some boutique rental or hotel accommodation On the fringe of the town, a small retail park	4/13/2021 11:05 AM
92	Target K mart Aldi Woolworths. Fewer dress shops	4/13/2021 10:23 AM
93	Home appliances and furniture	4/13/2021 9:01 AM
94	No	4/12/2021 10:29 PM
95	Kmart or Target located in Claremont Quarter	4/12/2021 9:41 PM
96	more restaurant and cafe options, reopening of licensed venues - claremont town centre, swanbourne precinct	4/12/2021 8:46 PM
97	Big retail like Officeworks and Target	4/12/2021 7:11 PM
98	More eating options and unique, quality shops. Cafes at river foreshore.	4/12/2021 4:15 PM
99	art & craft stores	4/12/2021 2:43 PM
100	No	4/12/2021 2:16 PM
101	There are no government departments here such as Medicare/Medibank; Centrelink. Banks are diminishing. Accountants, financial services, architects, builders, garden companies,	4/12/2021 1:46 PM

Your community, your say: Visions of the future

	etc	
102	New bars (like Kim's used to be) for food and drinks	4/12/2021 12:49 PM
103	Asian grocery shop in the town centre, more fresh bakery and eateries catering to dietary needs in the town centre	4/12/2021 12:01 PM
104	a Target or Kmart store	4/12/2021 11:50 AM
105	more restaurants, use the showgrounds area which is very underutilized	4/12/2021 10:44 AM
106	not sure	4/12/2021 10:44 AM
107	A cheaper variety shop e.g. K Mart or Big W.	4/12/2021 10:04 AM
108	no	4/11/2021 10:15 PM
109	Varsity / Holey Moley type venue. Anything relating kids and family entertainment. Maybe a redevelopment of the Block of land East of Claremont Quarter - where the news agent / post office etc are. Developing an extended two story venue making use of the space going back towards Bunnings (eg the laneway) and building up to the height of existing Claremont Quarter, would create huge amount of new space.	4/11/2021 8:32 PM
110	Small bars and more restaurants	4/11/2021 7:58 PM
111	KMart, Big W, Target	4/11/2021 6:37 PM
112	We already have a good selection of businesses in Claremont.	4/11/2021 5:32 PM
113	White goods retailer	4/11/2021 5:05 PM
114	Wine bar	4/11/2021 4:53 PM
115	N/A	4/11/2021 4:15 PM
116	More small bars / restaurants	4/11/2021 3:32 PM
117	more multicultural restaurants and cafes.	4/11/2021 1:53 PM
118	Asian grocery store. Uniqo. Macdonalds. Should be at or near Claremont quarter or the train station.	4/11/2021 1:53 PM
119	universal store, large mecca, Zara, Typo, Cotton on, Lush - Claremont Shopping Centre lack some major players to be in line now as biggest SC in WA. High end deaigner eating / dining options. it has the most elite suburban surroundings however it functions as a bland normal shopping centre - check out Chadstone	4/11/2021 1:39 PM
120	Some more restaurants and decent takeaway options	4/11/2021 1:09 PM
121	No	4/11/2021 1:09 PM
122	Can't think of any.	4/11/2021 1:04 PM
123	Not applicable	4/11/2021 1:03 PM
124	Target kmart	4/11/2021 12:51 PM
125	No	4/11/2021 12:38 PM
126	no	4/11/2021 11:40 AM
127	No	4/11/2021 10:20 AM
128	Local products Services and advisory	4/11/2021 8:51 AM
129	Zero waste food and home products stores (take in containers for bulk buy refill). Ethical clothing stores, and a real promotion around which shops in Claremont meet international standards..an ethical shopping clothing guide, especially as most outside visitors to claremont come for the clothes shopping. I think there is a good diversity of business really, but retention is an issue for some, like the restaurants in the quarter that have few customers.. maybe attracting more enviro and social firms would bring in more day population (via train.. no more traffic!) and help with town centre commerce.	4/10/2021 9:46 PM
130	Apple store	4/10/2021 9:40 PM
131	Need for Woolworth & Aldi, maybe more... like Cinema or entertainment. Existing Bayview is too small with unattractive tenants for entertainment. Locals are going for evenings to other locations ie like Floreat Beach.. There is lack of entertainment plaza or "Corso" where people would like to take a walk in the evenings and meeting friends.	4/10/2021 6:12 PM

Your community, your say: Visions of the future

132	There are no electrical product suppliers	4/10/2021 5:57 PM
133	More restaurants	4/10/2021 5:15 PM
134	Wine bars, whisky bars, and other small social bars befitting the relaxed but prosperous environment of Claremont	4/10/2021 4:33 PM
135	no	4/10/2021 4:32 PM
136	A large department store	4/10/2021 4:21 PM
137	Woolworths and Aldi and more food options from diverse backgrounds	4/10/2021 4:02 PM
138	Big Brunning's, Aldi, Kmart, Big W and Target	4/10/2021 3:26 PM
139	There are but no room to locate them.	4/10/2021 3:11 PM
140	Many	4/10/2021 2:32 PM
141	white goods retailer(s)	4/10/2021 1:53 PM
142	Public house	4/10/2021 1:08 PM
143	Appliance stores	4/10/2021 12:06 PM
144	Cinema would add a customers to evening cafe trade and a deli as the nearest one is either the Boatshed or subi	4/10/2021 12:03 PM
145	Cheaper price stores	4/10/2021 11:52 AM
146	Cafe in new development of Heritage museum	4/10/2021 11:47 AM
147	Shuttle bus service	4/10/2021 11:38 AM
148	No	4/10/2021 11:22 AM
149	Kmart	4/10/2021 10:57 AM
150	Motor accessories, parts	4/10/2021 10:02 AM
151	Big W or KMart - in Claremont Quarter area.	4/10/2021 9:53 AM
152	A white goods and electrical appliances store	4/10/2021 9:28 AM
153	Better and more restaurants/bars/entertainment. There is literally nowhere to go at the moment after 5pm, apart from the couple of overpriced Italians and Billie H. Cinema? Bowling?	4/10/2021 8:53 AM
154	more diversity. An OXFAM shop, art gallery, craft shop, Kakulas Sisters, Kitchenware shop.	4/10/2021 7:43 AM
155	All good	4/10/2021 7:38 AM
156	Kmart and other low cost options. Bring back the Claremont drapers, Boswell's bakery, jewellers that fix jewellery, business hub centre where people can go and work (like other hubs), Claremont art school bring back, Art supply shop, women's suit shop,	4/10/2021 12:25 AM
157	no	4/9/2021 10:55 PM
158	Asian themed restaurants / food courts / food trucks	4/9/2021 10:07 PM
159	no	4/9/2021 9:53 PM
160	I personally would like to see a cafe next to the Post Office again and the old Kim's bar reopened as a bar/restaurant. A business like Jackson's Art Supplies anywhere in Claremont.	4/9/2021 8:21 PM
161	Aldi	4/9/2021 8:16 PM
162	-	4/9/2021 8:09 PM
163	na	4/9/2021 7:56 PM
164	Claremont hotel redevelopment needs to be fast tracked. Claremont is at risk of losing relevance and becoming a ghost town	4/9/2021 7:45 PM
165	Nothing comes to mind	4/9/2021 7:32 PM
166	Good balance of current businesses	4/9/2021 7:26 PM

Your community, your say: Visions of the future

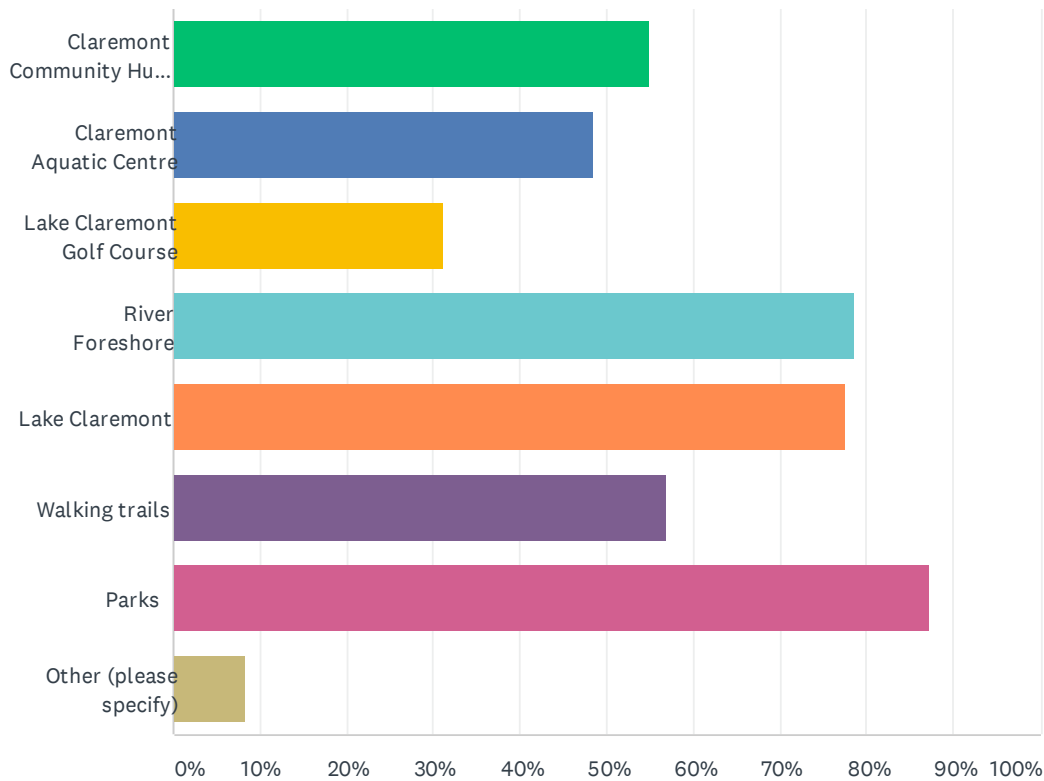
167	Most are here, maybe greater competition would benefit. I would really like to see more facilities/opportunities/outings for Seniors arranged by Council	4/9/2021 7:08 PM
168	More gift shops	4/9/2021 6:38 PM
169	local pub and affordable clothing and housewares i.e target	4/9/2021 6:33 PM
170	A hotel similar to Vibe in subiaco	4/9/2021 6:27 PM
171	yes a large competitor to coles and a discount store eg kmart, target best and less	4/9/2021 6:12 PM
172	More restaurants in a dedicated bar/restaurant /cafe district	4/9/2021 6:07 PM
173	KittenD' Amour Bayview Tce	4/9/2021 6:01 PM
174	Target or Kmart in CQ	4/9/2021 5:57 PM
175	Woolworths	4/9/2021 5:40 PM
176	Wine Bars, restaurants, furniture shops, homeware stores.	4/9/2021 5:38 PM
177	More low to mid priced eating options for families	4/9/2021 5:36 PM
178	No	4/9/2021 5:34 PM
179	An actual green grocer (again) an ALDI (please)	4/9/2021 5:30 PM
180	No	4/9/2021 5:26 PM
181	More pubs	4/9/2021 5:21 PM
182	Pharmacy on Ashton Avenue and safe crossing from the Pavilion 11 Ashton Ave.	4/9/2021 5:21 PM
183	More restaurants on Bay View Tce We need to attract young families so we have an age group blend. Get rid of that Car Park and let's have an eating strip with things going on	4/9/2021 5:16 PM
184	Nil	4/9/2021 5:12 PM
185	Pharmacy, Ashton Ave	4/9/2021 5:03 PM
186	No	4/9/2021 4:47 PM
187	Asian restaurants. Very hard to find good authentic asian restaurants in Claremont. Again look at Albany Highway at East Vic Park - that is practically a hub of good food!	4/9/2021 4:40 PM
188	There is few choice for restaurants in Claremont town center and there isn't even a proper bakery.	4/9/2021 4:40 PM
189	Nope, we rarely need to leave Claremont to get what we need each and every day. Co-working spaces would be good now that most people work a couple of days from home these days.	4/9/2021 4:38 PM
190	More small and local businesses, more art galleries as well as businesses selling sustainable/ethical products	4/9/2021 4:34 PM
191	Small neighbourhood shops in the suburbs. Cafe on Bay St is a good example	4/9/2021 4:34 PM
192	Woolworths/Aldi. More affordable department stores, restaurants and cafes	4/9/2021 4:31 PM
193	More environmental and green ones	4/9/2021 4:25 PM
194	Would like to see the Old Dome come back to life along with a wine bar or Vans - a good quality cafe	4/9/2021 4:25 PM
195	I have everything I need here, thank you	4/9/2021 4:25 PM
196	More cafes and restaurants	4/9/2021 4:23 PM
197	NO	4/9/2021 4:00 PM
198	My son would love a Bubble tea outlet... we don't have a draper... to be able to buy sewing and knitting supplies and sewing material.	4/9/2021 3:16 PM
199	Pharmacy in the Swanbourne strip but that is probably not viable without a GP to feed customers.	4/9/2021 2:42 PM
200	No	4/9/2021 11:14 AM
201	Nespresso in town centre	4/9/2021 10:38 AM

Your community, your say: Visions of the future

202	Target,, Kmart, big w - these provide for fAmilies. Myer, bigger David Jones. More restaurants, cafes, greater eating out options.	4/9/2021 8:02 AM
203	outdoor living-camping and boating	4/9/2021 7:54 AM
204	No I think there is a good mix	4/8/2021 10:18 PM
205	no	4/8/2021 9:45 PM
206	There are no children's clothes shops. It would be fantastic to have a cinema	4/8/2021 9:25 PM
207	Auto supply store, more Op Shops,	4/8/2021 9:25 PM
208	More restaurants and street life.	4/8/2021 8:44 PM
209	Stores such as Kmart and Target	4/8/2021 7:22 PM
210	Wine bars!	4/8/2021 6:57 PM
211	No	4/8/2021 11:24 AM
212	Not a business, but I'd like to see more space for churches/places of worship	4/8/2021 7:50 AM
213	Small bars in suburban hubs, similar to Wembley or North Fremantle. A Kmart!	4/8/2021 7:10 AM

Q20 What community facilities have you used in the past 12 months?

Answered: 276 Skipped: 54



ANSWER CHOICES	RESPONSES
Claremont Community Hub and Library	55.07% 152
Claremont Aquatic Centre	48.55% 134
Lake Claremont Golf Course	31.16% 86
River Foreshore	78.62% 217
Lake Claremont	77.54% 214
Walking trails	56.88% 157
Parks	87.32% 241
Other (please specify)	8.33% 23
Total Respondents: 276	

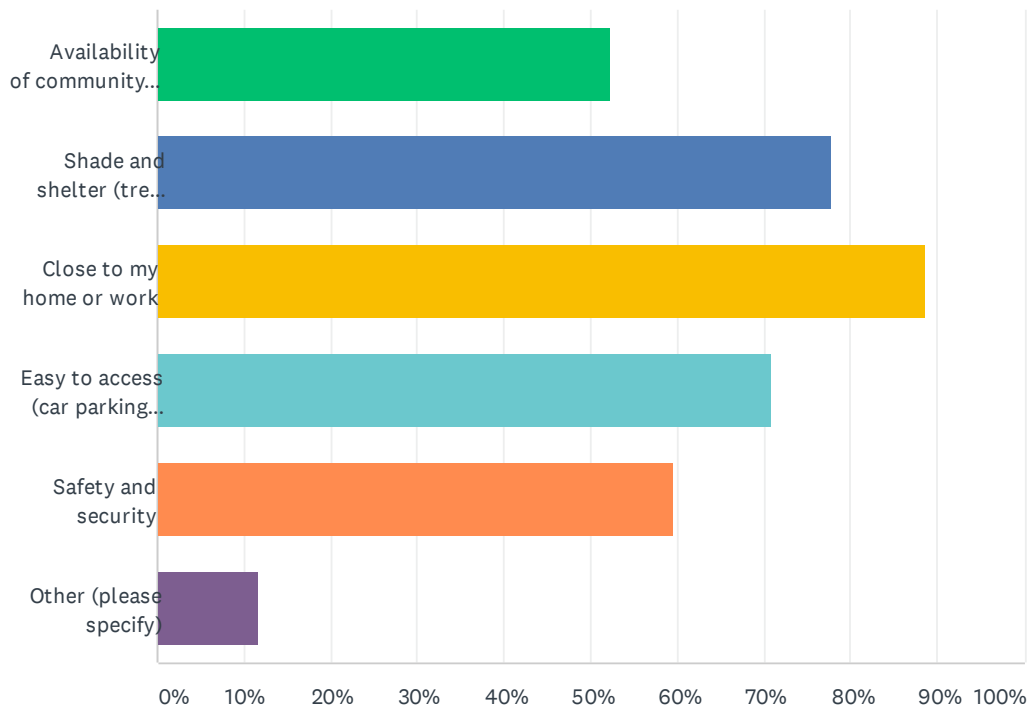
#	OTHER (PLEASE SPECIFY)	DATE
1	Claremont Park	4/26/2021 11:14 AM
2	Street post boxes, bus stops, verge cleanup, dog bins, rubbish bins	4/26/2021 10:44 AM
3	River foreshore	4/25/2021 3:14 PM
4	Claremont Yacht Club (in Seniors Week); The Goods Shed	4/22/2021 10:52 PM
5	claremont oval	4/21/2021 9:39 AM
6	Not the library. I find it easier to buy a book from Lane Bookshop. Library is noisy and you are told to 'find it on the computer'. My experience with libraries over the past 5 years is that it is seldom worth the trouble	4/20/2021 5:35 PM

Your community, your say: Visions of the future

7	Freshwater Bay Farmers market, Goods shed	4/18/2021 3:49 PM
8	SKATEPARKS	4/18/2021 1:29 PM
9	Cycling paths	4/18/2021 11:16 AM
10	Claremont park daily	4/15/2021 9:27 PM
11	Dog parks	4/15/2021 7:56 AM
12	College Park cricket nets and bike track	4/14/2021 9:29 PM
13	Station Art Galley(FORM)	4/14/2021 9:24 PM
14	cresswell park clubrooms	4/13/2021 4:34 PM
15	Scotch College playing fields	4/12/2021 10:32 PM
16	cycle track along the railway line	4/12/2021 12:03 PM
17	Town parking, railway, buses, bike path	4/12/2021 11:50 AM
18	Swanbourne Beach	4/11/2021 5:36 PM
19	cycle ways	4/11/2021 7:35 AM
20	Cycle paths	4/10/2021 1:07 PM
21	Free concerts	4/9/2021 5:59 PM
22	Goods Shed Garden and Gallery	4/9/2021 4:28 PM
23	Bike paths	4/9/2021 4:01 PM

Q21 What do you like about these facilities? (You can pick multiple options)

Answered: 275 Skipped: 55



ANSWER CHOICES	RESPONSES
Availability of community infrastructure (exercise equipment, sporting equipment, seating, etc.)	52.36% 144
Shade and shelter (trees, pavilions, etc.)	77.82% 214
Close to my home or work	88.73% 244
Easy to access (car parking, public transport, cycle paths, footpaths)	70.91% 195
Safety and security	59.64% 164
Other (please specify)	11.64% 32
Total Respondents: 275	

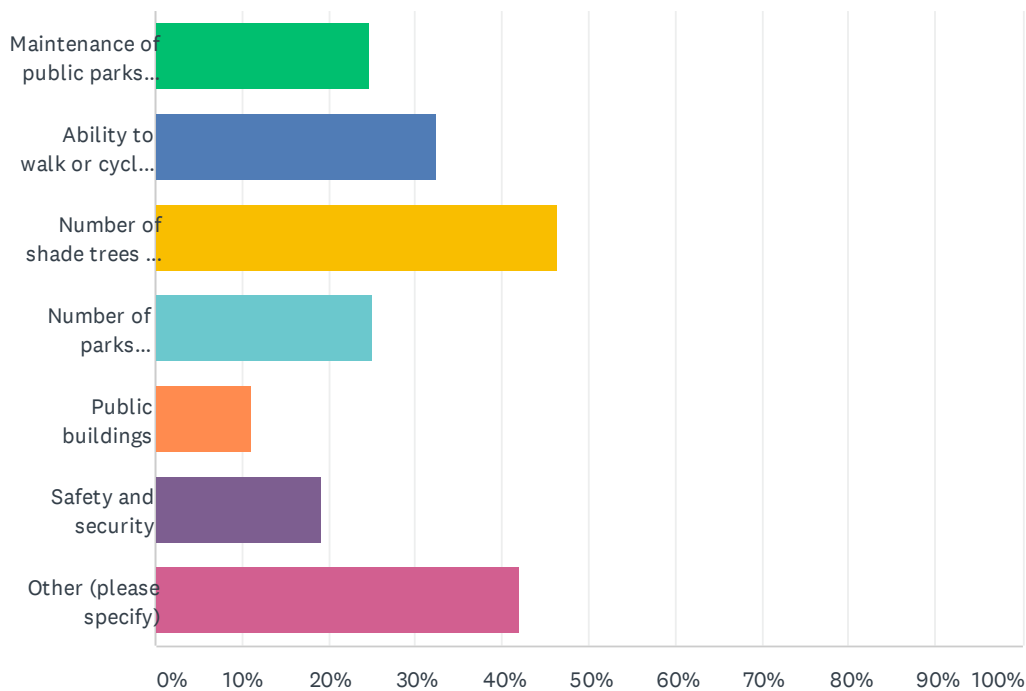
#	OTHER (PLEASE SPECIFY)	DATE
1	well presented and maintained	4/27/2021 1:26 PM
2	Off lead dog areas	4/27/2021 1:19 PM
3	not overcrowded	4/26/2021 4:45 PM
4	Facilitates old fashioned civic values	4/26/2021 10:44 AM
5	Excellent facilities for kids and well maintained	4/25/2021 8:28 PM
6	wildlife, peace, quiet	4/25/2021 5:13 PM
7	I love the Tee-Box cafe....the feel, the people, the dogs.....I hate that the path is often laden with rotting figs that don't get cleaned up often enough	4/25/2021 4:20 PM
8	beautiful	4/24/2021 12:13 PM
9	bird life	4/21/2021 10:44 AM
10	Easier to walk . Parking and driving in Claremont is becoming increasingly more difficult.	4/20/2021 5:35 PM

Your community, your say: Visions of the future

	The car park beneath Coles is becoming a nightmare	
11	Dog exercixe areas	4/19/2021 6:32 PM
12	The fact that many other people are also actively using these amenities (sense of community).	4/18/2021 11:16 AM
13	Little access for disabled at some of these venues,	4/15/2021 3:24 PM
14	The natural and native bush restoration	4/14/2021 11:15 AM
15	Child friendly	4/13/2021 4:36 PM
16	Share path ways - something needs to be done about inconsiderate cyclist - pedestrians have right of way at all times but cyclist take no notice - behaviour of cyclist won't change unless there are consequences for poor behaviour. Maybe pathways should not be shared	4/12/2021 10:48 AM
17	Natural environment being retained where possible	4/12/2021 9:13 AM
18	Well maintained	4/11/2021 2:01 PM
19	Natural environment and being away from roads	4/11/2021 8:54 AM
20	Access to nature! Not sure why this isn't a main option.. Green spaces are integral to mainting well being and positive mental health	4/10/2021 9:50 PM
21	clean and well maintained	4/10/2021 4:35 PM
22	Beauty and. Variety . Would like longer access to river ie walkway through to Peppermintgrove	4/10/2021 12:07 PM
23	Very well maintained	4/10/2021 9:08 AM
24	Free	4/10/2021 12:27 AM
25	Toilets	4/9/2021 6:09 PM
26	Access to Karrakatta Cemetery	4/9/2021 5:26 PM
27	Sort out Stirling Hwy	4/9/2021 5:18 PM
28	Lake Claremont was easy access by just crossing the road, which isn't easy anymore due to a huge increase in traffic.	4/9/2021 4:44 PM
29	The ongoing improvement is great to see	4/9/2021 4:39 PM
30	Nature	4/9/2021 4:35 PM
31	Lake Claremont coffee shop area is a great meeting place	4/9/2021 4:25 PM
32	Peaceful, observation of wildlife, calming and healing.	4/9/2021 3:18 PM

Q22 What could be improved? (You may pick multiple options)

Answered: 243 Skipped: 87



ANSWER CHOICES	RESPONSES
Maintenance of public parks and facilities	24.69% 60
Ability to walk or cycle to parks and facilities	32.51% 79
Number of shade trees and shelters to protect from the sun or rain	46.50% 113
Number of parks throughout the Town	25.10% 61
Public buildings	11.11% 27
Safety and security	19.34% 47
Other (please specify)	41.98% 102
Total Respondents: 243	

#	OTHER (PLEASE SPECIFY)	DATE
1	Although I do like and use the exercise equipment at Lake Claremont. I'd like it more if there was more/better calisthenic style equipment in the area, that would allow me to push myself further than the equipment there allows. An example of what I'm talking about can be found here - https://www.calimove.com/p/parks	4/27/2021 2:49 PM
2	More parks with railings. Since the park in front of my house has had railings installed the use of the park by dog owners has dramatically increased. People even drive from other suburbs to use it. My quality of life has been affected by the constant yapping of dogs. I think if more parks had railings it would reduce the numbers at the park that does.	4/27/2021 12:11 PM
3	River trail extended to the northern side	4/27/2021 9:41 AM
4	Cycle Ways within the town Ship	4/26/2021 7:04 PM
5	I think Council is doing this very well now.	4/26/2021 5:13 PM
6	Seating, information signage	4/26/2021 4:45 PM
7	An all encompassing traffic management plan for Lapsley Road west of Davies Road taking	4/26/2021 3:32 PM

Your community, your say: Visions of the future

into consideration all the events that impact this road during the course of the year & the daily local traffic. Security lighting to Lake Claremont entry/exit points.

8	Underground tunnel for Stirling highway through traffic	4/26/2021 11:14 AM
9	High pressure cleaning shopping precinct	4/26/2021 10:44 AM
10	The pool is always too busy. The infrastructure (not only of the Aquatic Centre) needs to be upgraded to cope with the recent intake of residents.	4/26/2021 8:45 AM
11	Pedestrian Access to Claremont Station from the West	4/26/2021 8:44 AM
12	Control number of ravens and white cockatoos - the noise created is often deafening, the roosting habits create a tremendous amount of mess on roofs, paths, and it would be a delight to then see more endemic pink and grey galahs whose habitats have been decimated by the competition. The overpopulation of ravens and white cockatoos has been detrimental to our fauna.	4/25/2021 10:59 PM
13	Footpaths desperately need upgrading. Mofflin Ave footpaths are an eyesore. Anywhere between Brockway and Davies road needs upgrading. Rip up pavers, do more than paint existing footpath.	4/25/2021 8:28 PM
14	More than 99% of the native vegetation in Claremont has been cleared. More public education and interpretive panels on conservation and related issues are needed. Connecting with nature is crucial for health and well-being. Not enough is being done to control cats and dogs. Most people do not realise the importance of Lake Claremont and how damaging dogs and cats are. Simply things like encouraging people to keep their cats inside, especially at night, make a huge difference. Better enforcement to keep dogs on the lead is needed, particularly at Lake Claremont. Much more effort is needed to reduce the amount of interactions between dogs and wildlife, particularly birds and turtles. There should not be a dog gym area installed at Lake Claremont as planned. This is better placed elsewhere, away from the conservation and Environmentally Sensitive Area.	4/25/2021 5:13 PM
15	Satisfied with current situation.	4/25/2021 4:32 PM
16	Improved parking availability at these facilities	4/25/2021 3:46 PM
17	Improved parking at the pool	4/25/2021 3:14 PM
18	maintain the integrity of old/heritage buildings	4/25/2021 11:07 AM
19	Access to sporting clubs	4/24/2021 4:53 PM
20	All OK	4/24/2021 3:34 PM
21	none	4/22/2021 9:38 AM
22	I think Claremont exceeds in this area	4/21/2021 10:44 AM
23	I give my advice free to the gardening dept but rarely is it acted upon despite 40 years of agricultural, silviculture, horticulture and viticulture experience	4/20/2021 5:35 PM
24	We need better bike paths and we need to encourage biking. Could we make bay view terrace free of cars and just have it as a pedestrian mall for example?	4/19/2021 7:52 PM
25	More public toilets	4/19/2021 7:09 PM
26	current library too small and parking for it inadequate so that I now prefer Mt Claremont Library	4/19/2021 6:32 PM
27	Parking	4/19/2021 9:27 AM
28	Expand dog off lead areas, more seating in dog off lead areas, public toilets	4/18/2021 8:30 PM
29	Waterwise hydrozoning for all parks, tree and native vegetation where possible.	4/18/2021 6:13 PM
30	BBQ AND TOILET FACILITIES ADDED TO SOME LOCAL PARKS; SKATEPARK (MAYBE NEAR THE LAKE); MORE SPORTING EQUIPMENT EG: BASKETBALL HOOPS, SOCCER ETC.	4/18/2021 1:29 PM
31	I think Claremont excels in this area	4/16/2021 3:19 PM
32	get rid of the showgrounds which always attracts crime and destruction when a concert is held there	4/15/2021 10:34 PM
33	Playground as shown on 2017 masterplan not delivered. Paths need to be straighter to encourage use over cars.	4/15/2021 9:27 PM

Your community, your say: Visions of the future

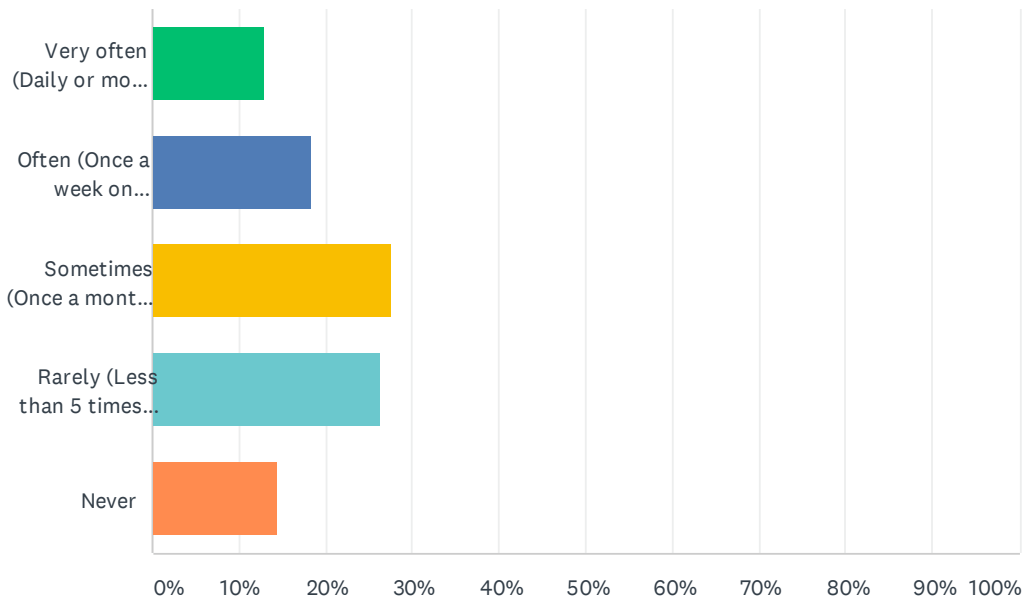
34	Happy with the Parks and Facilities	4/15/2021 4:50 PM
35	The new train underpass is somewhat disabled unfriendly, ie distance and slope	4/15/2021 3:24 PM
36	finding a parking spot around Claremont swimming pool/tennis club is not easy during during peak hours	4/15/2021 11:04 AM
37	Footpaths on many streets require replacement	4/14/2021 9:29 PM
38	Restrooms	4/14/2021 5:13 PM
39	Stick to the current plan	4/14/2021 4:20 PM
40	Claremont park is not up to the standard of other council parks	4/14/2021 3:55 PM
41	FOOTPATHS MAINTENANCE / BETTER LIGHTING / UNDERGROUND POWER	4/14/2021 1:24 PM
42	A Claremont Cat bus which is like the Fremantle one and reduces the need for driving one's car	4/14/2021 9:01 AM
43	Current parks are plentiful but more shelters and BBQs would be good.	4/13/2021 5:39 PM
44	BBQ facilities in parks	4/13/2021 5:38 PM
45	associated facilities for children and families	4/13/2021 4:34 PM
46	Generally good	4/13/2021 11:31 AM
47	Walking would be far more attractive if residents could be persuaded to prune overgrown hedges. Also, the upgrading and widening of pavements needs to be accelerated.	4/13/2021 11:08 AM
48	The TOC could create a green belt along the highway to reduce traffic noise. There is limited vegetation both along the highway and to the West of the town.	4/12/2021 9:25 PM
49	Claremont jetty- too many people, especially non locals, at night	4/12/2021 4:18 PM
50	Prevent further infill and high rise developments	4/12/2021 2:18 PM
51	Enforcement of dogs not on leash. More rangers patrolling the lake area especially repeat offenders (wee hours of morning) being fined.	4/12/2021 12:03 PM
52	footpaths needs upgrading in Claremont - many are old and broken	4/12/2021 11:51 AM
53	Facilities are excellent. Keep up the good work!	4/12/2021 11:50 AM
54	The Behaviour of cyclists - the council needs to do something about them plus poorly behaved dog owners	4/12/2021 10:48 AM
55	I cycling daily to work along Shenton Road to join the cycle path at Claremont. With steadily increasing traffic around 8am, cycling is feel less safe and more difficult to cross Shenton Road to join the cycle path.	4/11/2021 5:36 PM
56	Rowe Park could be improved by having water/rubbish bin/dog bags available near the south-east corner. Having a fenced dog park in that part of Claremont would be great. .	4/11/2021 5:00 PM
57	A Japanese garden would be nice	4/11/2021 2:01 PM
58	lighting around lake claremont for evening walks	4/11/2021 1:34 PM
59	Council does a great job with our parks.	4/11/2021 1:06 PM
60	All Well maintained	4/11/2021 1:05 PM
61	street scapes and verges, graffiti management	4/11/2021 11:17 AM
62	Better linkages (an ant trail) between open spaces and operating businesses	4/11/2021 10:50 AM
63	Additional resources to maintain excellent parks and facilities	4/11/2021 10:23 AM
64	Town investment to support wildlife conservation strategies and increasing urban greening, especially with native water wise vegetation	4/10/2021 9:50 PM
65	More rubbish bins	4/10/2021 9:03 PM
66	For entertainment locals are going out to other locations. There is a lack of walking plaza for evenings. Bayview is too small and unattractive. There is a need to create one new . Even Subiaco is reinventing to get back public back. Claremont need also reinventing to entertain locals and bring others from neighbouring suburbs.	4/10/2021 6:27 PM

Your community, your say: Visions of the future

67	Provision of a ramp from the roadway to the beach at Jetty Road oad	4/10/2021 4:35 PM
68	I'm fine with what council is doing.	4/10/2021 3:12 PM
69	So so much	4/10/2021 2:33 PM
70	all OK	4/10/2021 1:55 PM
71	more lighting in parks	4/10/2021 1:09 PM
72	Footpaths around the suburbs for ease of access to facilities	4/10/2021 1:07 PM
73	Perhaps a boardwalk to Peppermint grove from claremont yacht club	4/10/2021 12:07 PM
74	Upgrade McKenzie Bush	4/10/2021 11:31 AM
75	Toilets	4/10/2021 11:23 AM
76	More off lead dog areas as Lake Claremont become too busy with so many more dogs in last two years	4/10/2021 10:58 AM
77	nil	4/10/2021 10:03 AM
78	a second 50m or 25m pool at the Aquatic Centre	4/10/2021 9:55 AM
79	Lacking parks in South Claremont. Some under-utilised sump areas - corner of Anstey St/Hwy could be opened up	4/10/2021 9:08 AM
80	Connection between green areas and retail areas	4/10/2021 7:13 AM
81	Less infill and more green space that is safe ie lighting	4/10/2021 12:27 AM
82	More rangers to make sure dogs are on leash	4/9/2021 9:06 PM
83	Silly entrance policy at the pool- offer a membership ! And do t charge full price for facilities if you can not use it all! (Claremont pool sports carnival, one pool open but charging full price)	4/9/2021 8:19 PM
84	opening hours of library	4/9/2021 8:11 PM
85	Children's play areas should not be built over sand but rather the soft bitumen type material used on theCottesloe foreshore. Sand attracts cats and on some occasions can contain buried drug paraphenalia	4/9/2021 7:35 PM
86	please provide play equipment and creche at claremont pool	4/9/2021 6:35 PM
87	more kids playgrounds	4/9/2021 6:13 PM
88	Fence off Claremont park adjacent to council buildings so that it is safe from Stirling hwy	4/9/2021 5:59 PM
89	More Public Toilets	4/9/2021 5:40 PM
90	Stirling Hwy traffic is a major barrier - more crossing options would be good.	4/9/2021 5:38 PM
91	Preserve the Showground as open space	4/9/2021 5:26 PM
92	The traffic on Stirling Hwy	4/9/2021 5:18 PM
93	Safer crossings for roads to parks. And therefore also a better infrastructure for roads when hugely increasing the amount of people using it!	4/9/2021 4:44 PM
94	Shade sails on all playground s	4/9/2021 4:41 PM
95	Lighting and infrastructure	4/9/2021 4:32 PM
96	Can the temporary fence at the railway station in front of the beautiful old brick building please be removed?	4/9/2021 4:28 PM
97	Might be problematic but public conveniences are useful for those with tetchy bladders.	4/9/2021 3:18 PM
98	Off lead dog exercise area	4/9/2021 2:44 PM
99	All facilities listed above are excellent	4/9/2021 11:15 AM
100	Just need to comment that Mofflin Dog Park is awesome!!	4/8/2021 6:58 PM
101	On-lead areas for dogs enforced and no more dog off-lead areas.	4/8/2021 7:54 AM
102	Public toilet at the playgrounds around lake Claremont	4/7/2021 7:26 PM

Q23 How often do you use public transport within the Town?

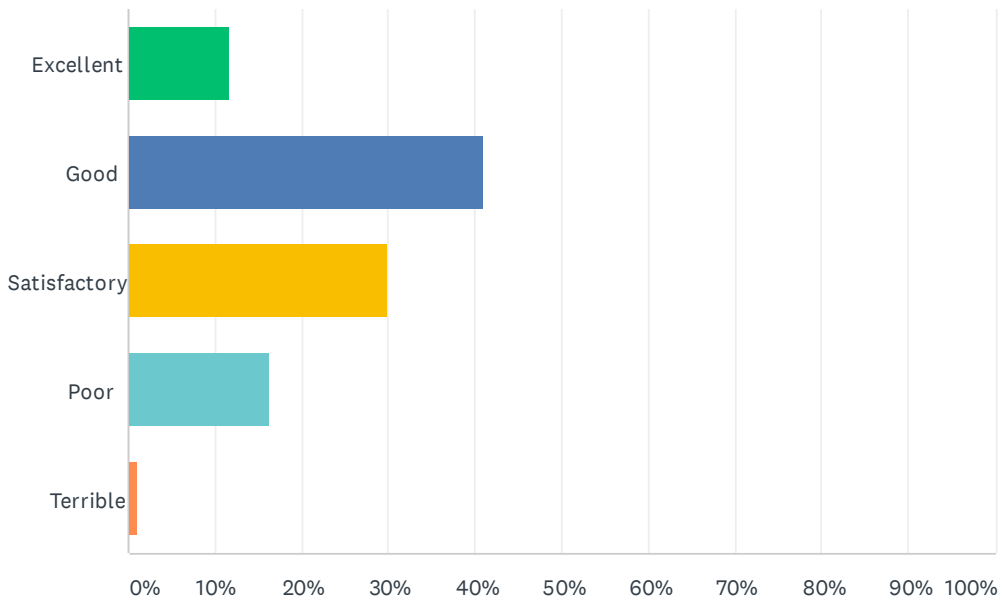
Answered: 276 Skipped: 54



ANSWER CHOICES	RESPONSES	
Very often (Daily or more)	13.04%	36
Often (Once a week on average)	18.48%	51
Sometimes (Once a month on average)	27.54%	76
Rarely (Less than 5 times a year)	26.45%	73
Never	14.49%	40
TOTAL		276

Q24 How is our current walking/cycling infrastructure performing?

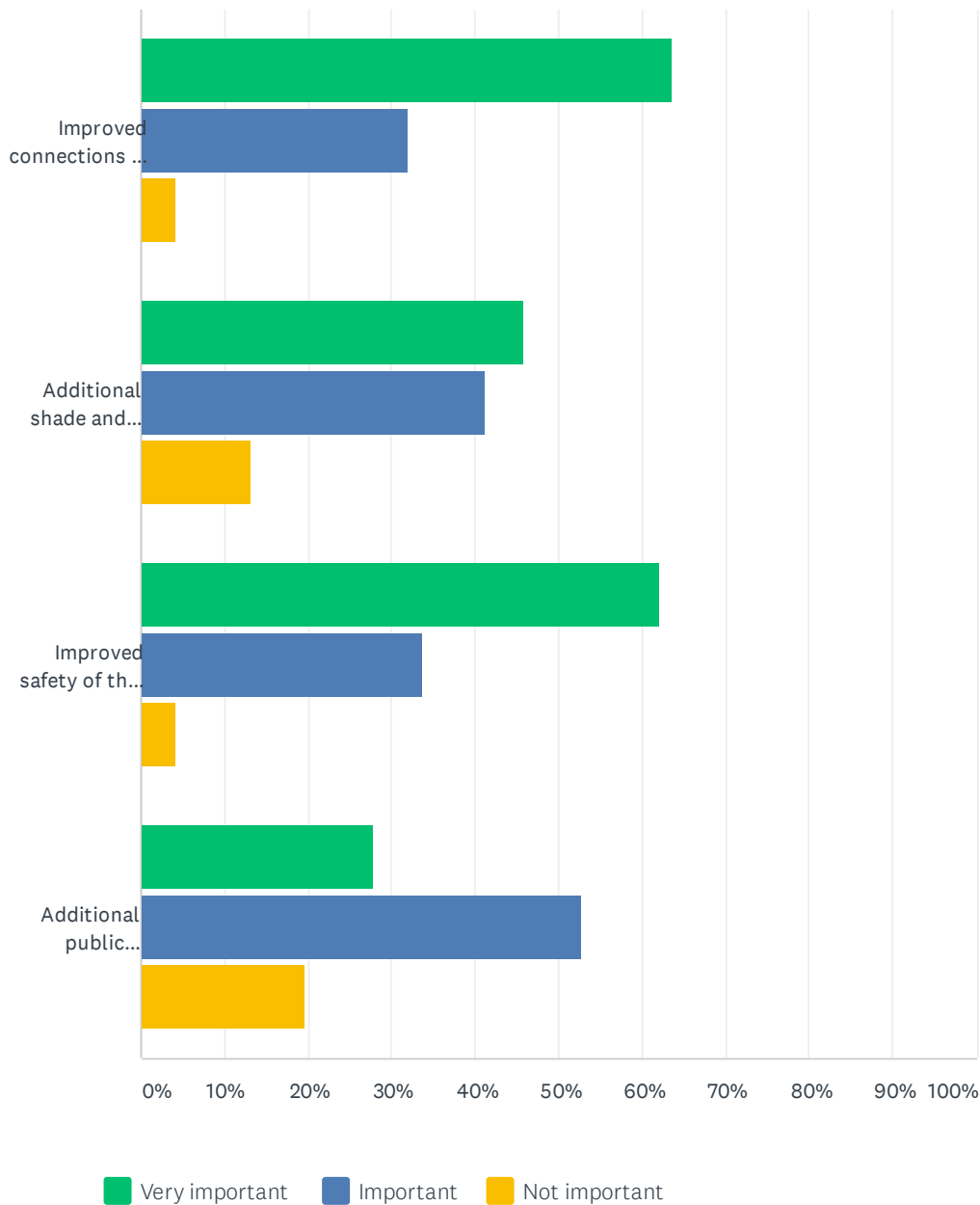
Answered: 271 Skipped: 59



ANSWER CHOICES	RESPONSES
Excellent	11.81% 32
Good	40.96% 111
Satisfactory	29.89% 81
Poor	16.24% 44
Terrible	1.11% 3
TOTAL	271

Q25 When planning for the future of the Town how important is it to provide the following:

Answered: 276 Skipped: 54



	VERY IMPORTANT	IMPORTANT	NOT IMPORTANT	TOTAL
Improved connections to walk and cycle through footpath / cycle path upgrades	63.64% 119	32.09% 60	4.28% 8	187
Additional shade and shelter for people walking, cycling and using public transport	45.71% 80	41.14% 72	13.14% 23	175
Improved safety of the network through separation from cars, additional street lighting, etc	62.11% 118	33.68% 64	4.21% 8	190
Additional public infrastructure for users (e.g. bike repair equipment, drinking fountains, rest areas public toilets etc.)	27.75% 58	52.63% 110	19.62% 41	209

#	OTHER (PLEASE SPECIFY)	DATE
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Your community, your say: Visions of the future

1	Access paths around Christchurch and MLC are constant issues	4/27/2021 7:21 AM
2	Cycling infrastructure need to cater for locals and not the hoards passing thru the Town - Parking along Victoria Ave has been disrupted Am and PM for cyclists but no local cyclist use it - not even children riding to school who use the footpath.	4/26/2021 4:50 PM
3	Don't know what bike repair equipment is, but public toilets are not looked after as well as should be. I for one would rather my grandchildren did a bush wee than attempt Claremont public toilets. Especially the one by the river	4/26/2021 10:48 AM
4	It is important to improve road safety in general, separating people and bikes from cars. Traffic around Claremont is terrible.	4/26/2021 8:49 AM
5	Paths must not come at the expense of green space. The rail corridor has in the past been identified as a green corridor. More trees are need along the bike and footpaths so people can walk in the summer. Progressive cities worldwide are reducing car lanes. Careful attention must be paid to keep night lighting to a minimum. There is a trend to overlight areas. We need darkness at light for health and well-being. Darkness is extremely important to the nocturnal animal life.	4/25/2021 5:26 PM
6	Decent above-ground, sensible crossing places when crossing the railway line rather than pedestrian tunnels that are inappropriately located and make you feel vulnerable after dark.	4/22/2021 10:58 PM
7	PUT SIGNS UP LIKE IN PEPPERMINT GROVE ASKING CYCLISTS NOT TO SHOUT- THIS IS VERY ANNOYING AS THEIR VOICES CARRY, ESPECIALLY VERY EARLY IN THE MORNINGS.	4/18/2021 1:33 PM
8	Linkages between locations of interest clearly and comprehensively marked out through way-finding methods.	4/18/2021 11:18 AM
9	I think the Jenkins Rd (Nedlands) new shared use road has been an unwelcome failure. Rarely see a cyclist on it with all its bumps and narrow road width.	4/15/2021 1:34 PM
10	Main issue is the requirement for footpath upgrades on many suburban streets	4/14/2021 9:30 PM
11	More car bays at the station	4/14/2021 9:26 PM
12	Bikes on the road are a hazard for drivers and riders (roads arent wide enough). Need to better manage traffic	4/14/2021 5:14 PM
13	Lanes should not be used as roads. Moving car access from primary roads to lanes means that people do not interact with neighbours. Lanes can only handle occasional traffic and, there is not separation for pedestrians who use the lanes often.	4/14/2021 3:59 PM
14	UNDERGROUND POWER - so overhead powerlines are sunk .	4/14/2021 1:43 PM
15	Cycle path improvement won't resolve the issue of the pelotons - fast and at times dangerous	4/14/2021 1:28 PM
16	cycleways or wider roads	4/14/2021 12:37 PM
17	The fear of the serial killer in Claremont is still in my mind, and I worry to go to the park when no one is around.	4/14/2021 9:20 AM
18	A Cat bus which goes round the suburb regularly and connects with the town centre, public transport and leisure facilities	4/14/2021 9:03 AM
19	Council attention to condition of footpaths, both paving & overhanging trees & hedges. Fix Faults. Actually go out & inspect them.	4/13/2021 4:26 PM
20	Please make the town even more walkable. Pavements, lighting, hedge trimming, traffic calming	4/13/2021 11:11 AM
21	There is a need to focus on the traffic on Stirling highway, crossings for cyclists and pedestrians, particularly in relation to school time/school drop offs etc. more bridges or a tunnel could work. as part of the ongoing development of land on stirling highway the council should look at requiring developers to contribute to such infrastructure - ie a levy could be raised from those building apartments/offices along stirling highway to contribute to a bridge / tunnel to service the additional traffic/residents. more public parking could also be a requirement of significant development such that visitors to stirling highway businesses could park in multiple locations rather than just at the business they are visiting	4/12/2021 8:58 PM
22	I list all the above choices as not important but the software is preventing me from doing this. I do not wish to list any of the above as very important or important.	4/12/2021 2:23 PM
23	Am i only allowed to choose one of the above? I was not able to select for each one. The	4/12/2021 12:14 PM

Your community, your say: Visions of the future

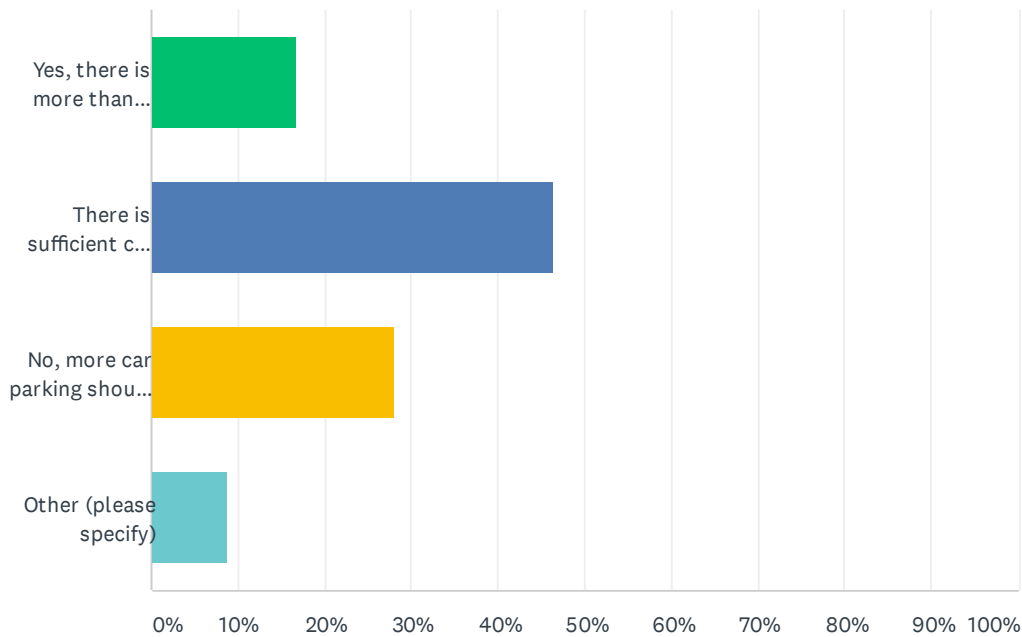
	first three listed above are most important to me.	
24	All the above are important	4/12/2021 11:52 AM
25	Separate pathways for pedestrians and cyclist and / or fine cyclist and dog owners who do not obey the rules	4/12/2021 10:54 AM
26	More recycling bins in the town centre and other public areas (as outside the Library)	4/12/2021 9:15 AM
27	Safety of pedestrians, mothers with prams/little children and the elderly in shared use paths -cyclists are bullies	4/11/2021 10:17 PM
28	Bug in survey, only able to select one Very Important, one Important and one Not important. Therefore: Q1 - Very important, Q2 - Important, Q3 - Important, Q4 - Important	4/11/2021 4:24 PM
29	traffic lights to cross/get onto Stirling Highway are a nightmare	4/11/2021 10:28 AM
30	Separation of cycle/pedestrian and improved maintenance of pedestrian.	4/11/2021 10:27 AM
31	I am unable to rate all the options. I put all of them as very important with the second one at important	4/11/2021 8:56 AM
32	Need separation between walking and cycling.	4/11/2021 8:42 AM
33	Off road cycle paths are a lot safer than shared routes with cars. What is a big no no is dual use of cycle paths as on road parking at certain times of day.. if its a car park, its not a cycle path. Priority to connect the city-freo cycle path to the other side of Stirling Highway via an off road cycle path would be ideal.. especially the nedlands side (particularly for access to the river and on to crawley to join up with mounts Bay road path.. realise this will require collaboration with nedlands)	4/10/2021 9:58 PM
34	There is a need to remove bicycles, electric cycles & all other electric cycles from roads or streets when special walking & cycling footpath is available. There should be penalty for any cyclists on the roads when special footpath is available. Speed of all electric cycles should be limited when footpath is shared with pedestrians.	4/10/2021 6:49 PM
35	Instead of spending money to please cyclists please repair and maintain all the footpaths . I now have to walk on the road for fear of tripping on the broken, poorly maintained footpaths.	4/10/2021 4:38 PM
36	Above section will not hold comment once you click on Circle. All are very important to me	4/10/2021 12:11 PM
37	Dog drinking stations	4/10/2021 11:00 AM
38	They are all important. This won't let me tick more than one box	4/10/2021 7:47 AM
39	More cycle paths without those blind spots under bridges. A bike path the follows Stirling highway to the city and to the UWA, QE11 hospital	4/10/2021 12:31 AM
40	All are very important	4/9/2021 9:09 PM
41	Dedicated bike lanes	4/9/2021 7:49 PM
42	fix the northside of the railway line. bike path i. disarray. footpaths old concrete squares that are unsafe to travel upon	4/9/2021 6:15 PM
43	Facilities and paths are good but Stirling Hwy and the rail line are barriers which make cycling/walking difficult. There are few crossing options for my children who cycle to school.	4/9/2021 5:43 PM
44	Access to the Showground for walking and recreation	4/9/2021 5:29 PM
45	I can't tick the other boxes without losing the previous ticks Safety is very important too!	4/9/2021 4:48 PM
46	Can only select very important/important/not important once. Would like to make all three very important but can't.	4/9/2021 4:37 PM
47	This form will not let me choose Very Important for the first three options!	4/9/2021 4:32 PM
48	More dog exercise areas	4/9/2021 4:26 PM
49	All of these are very important but the function is not working	4/9/2021 4:25 PM
50	I want to select very important for all of the above, however the software would not allow me to do so.	4/9/2021 9:10 AM
51	Slow down barriers on bike path at railway station	4/9/2021 8:00 AM
52	Sorry couldn't answer all of these (kept clicking off)	4/8/2021 6:59 PM
53	Safety through added ranger patrols	4/8/2021 7:55 AM

Your community, your say: Visions of the future

54	More zebra crossings please so we can cross the road safely when walking to parks with our kids. It's currently very dangerous crossing the road with the high levels of traffic as you don't get a break to cross and cars don't give way.	4/7/2021 7:31 PM
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Q26 Do you consider there is sufficient car parking within the Claremont Town Centre?

Answered: 275 Skipped: 55



ANSWER CHOICES	RESPONSES	
Yes, there is more than sufficient car parking	16.73%	46
There is sufficient car parking to meet the current demand.	46.55%	128
No, more car parking should be provided	28.00%	77
Other (please specify)	8.73%	24
TOTAL		275

#	OTHER (PLEASE SPECIFY)	DATE
1	Generally I'd say yes, there is sufficient parking available - but at peak shopping times I think it is difficult to access. I mentioned elsewhere that I think there would be a benefit to extra/better accessible parking off Stirling Hwy - although where it would be exactly I'm not sure (in a possible future development?) - also, careful planning would be required to ensure that traffic banking back doesn't just move to Stirling Hwy - careful consideration would be needed to ensure smooth flow in and out of any facility (slip lanes? Only accessible from same side of Hwy?). If you are seeking to increase the business activity of the town - further parking availability might be required. Perhaps there could be more town parking in the new developments that are still to go ahead in the train station precinct off Shenton Rd - that might alleviate some of the congestion around the Claremont quarter parking at peak times on Guger St?	4/27/2021 3:07 PM
2	The current road network & arrangement couldn't support more parking spaces, its gridlocked at the majority of times at present.	4/26/2021 3:39 PM
3	I think there is plenty of parking in the combined Claremont Quarter, Church Lane and Avion Way but that people are worried about being stuck in Claremont Quarter with traffic snarls and so are frantic for street parking.	4/26/2021 8:51 AM
4	It is difficult to access the current car park infrastructure. Many people I know won't come to Claremont because they know it will be very difficult to get to the parking place.	4/26/2021 8:49 AM
5	For locals wanting to 'duck in' for short periods, the parking is not great	4/20/2021 9:48 AM
6	There is usually enough parking for our current demand but there definitely needs to be a	4/18/2021 3:59 PM

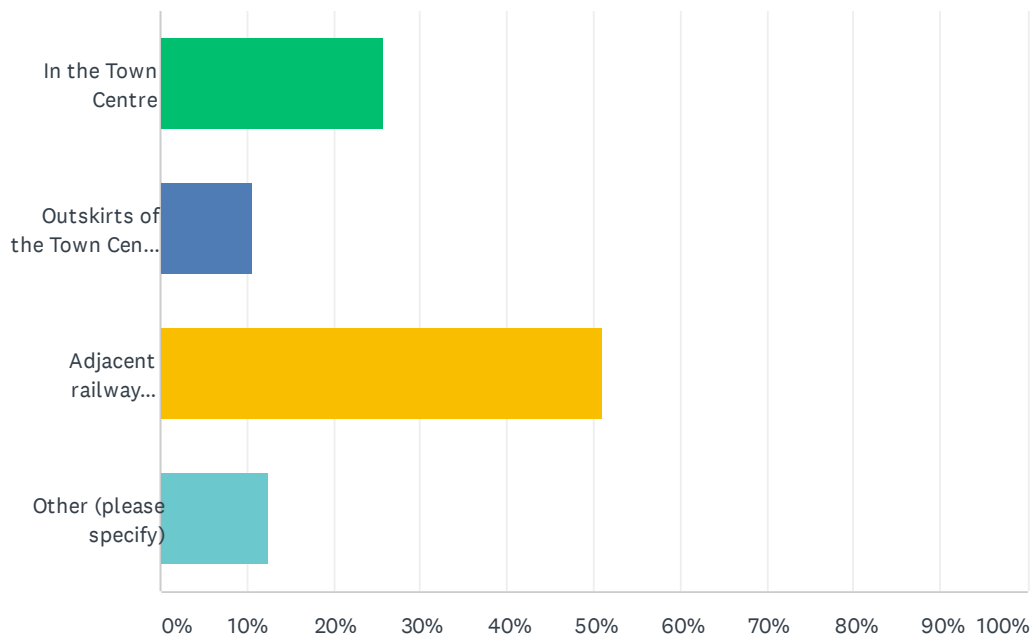
Your community, your say: Visions of the future

plan to allow for a growing population. So this needs to be considered now as each building/area is upgraded.

7	There is sufficient parking but the access ways are poor.	4/14/2021 3:59 PM
8	Sufficient for kopst of the year - but pressure at Christmas - as for everywhere	4/14/2021 1:28 PM
9	Better public transport so that fewer cars are needed. More regular bus services.	4/14/2021 9:03 AM
10	Claremont Quarter is great but more required in areas such as Claremont Jetty, Swanbourne shopping precinct, and around train stations	4/13/2021 5:45 PM
11	There sufficient in the quarter but more required at other busy locations, eg Swanbourne and Victoria Ave	4/13/2021 5:44 PM
12	Consider making Guger St one way west bound outside of peak hour such that cars looking to enter the quarter are diverted to a second lane rather than holding up traffic through the town centre.	4/12/2021 8:58 PM
13	Sufficient. More parking would lead to more congestion. I like the limited duration free parking.	4/12/2021 11:52 AM
14	The carpark in Lerua Ave needs to be properly re surfaced - the patching has not worked. I would like to see 3 hour parking as it is hard to achieve all I want to in two hours	4/12/2021 10:54 AM
15	Yes. Bays are always available in places such as under Bunnings including in peak hours. More bays would lead to more driving, rather than encouraging people to walk and ride to Claremont.	4/12/2021 9:15 AM
16	Yes there is plenty of parking, just way too many cars!! Get the cars off the road rather than provide more parking for them which only increases the incentive to attract more cars.	4/10/2021 9:58 PM
17	Parking is there if you know where to look. Always at Times Square	4/10/2021 9:33 PM
18	General opinion is that there is not easy to find parking space in Claremont, but this seem to be dependent on sport or showgrounds events. Reaserch is needed to assess normal time without these events.	4/10/2021 6:49 PM
19	maybe there is enough bay, but it is difficult accessing them, the traffic is very bad during peak hours	4/10/2021 11:37 AM
20	Too much car traffic	4/9/2021 9:09 PM
21	There is probably sufficient parking spaces but access can be slow in busy periods due to the layout of the roads and one way streets.	4/9/2021 8:26 PM
22	I prefer not to drive into the town centre	4/9/2021 5:38 PM
23	Rarely do I park in town centre so cannot answer this	4/8/2021 11:30 AM
24	There doesn't appear to be sufficient all day parking for CQ staff as they have been parking on my street for the past five years.	4/7/2021 7:31 PM

Q27 If additional parking is to be provided, where should this be located?

Answered: 261 Skipped: 69



ANSWER CHOICES	RESPONSES
In the Town Centre	25.67% 67
Outskirts of the Town Centre	10.73% 28
Adjacent railway stations and along transport corridors	50.96% 133
Other (please specify)	12.64% 33
TOTAL	261

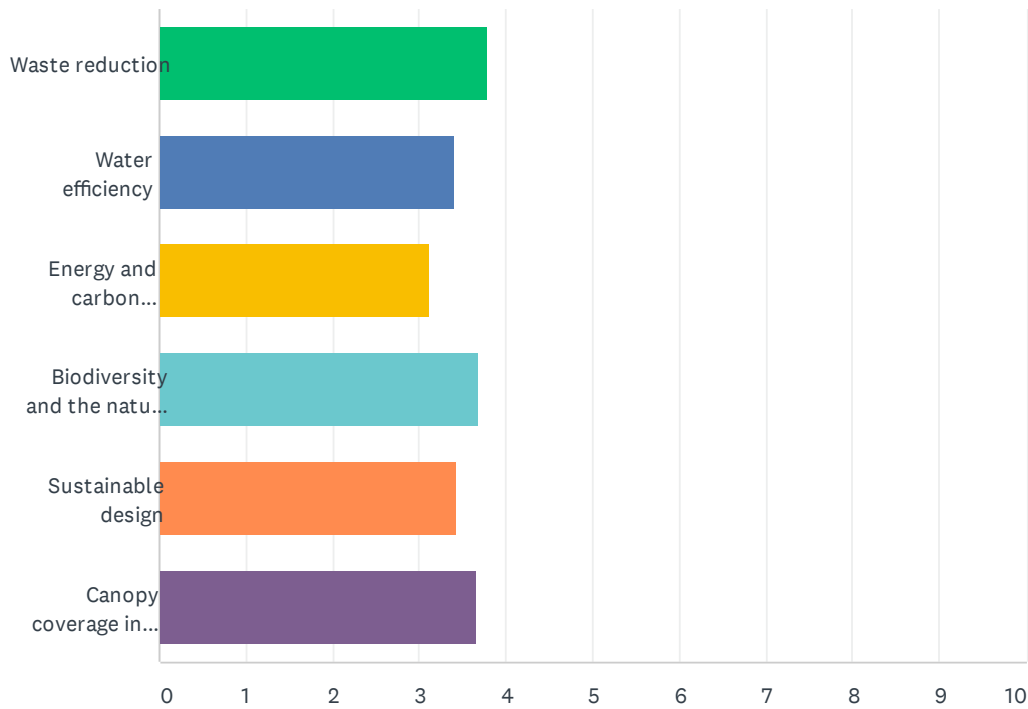
#	OTHER (PLEASE SPECIFY)	DATE
1	Basically Adjacent railway stations and along transport corridors - I answered this in better detail in question 26 response.	4/27/2021 3:07 PM
2	RAS showgrounds	4/27/2021 1:28 PM
3	Where there isn't already congestion.	4/27/2021 1:21 PM
4	In higher density areas - eg Vic Ave between Queenslea and Bay Road	4/26/2021 4:50 PM
5	The council closed the most patronised park & ride facility in the western suburbs?	4/26/2021 3:39 PM
6	Car parks should be developed as architecturally interesting structures constructed over the top (bridging) the rail line. Do not construct any brutalist minimalist design structures.	4/26/2021 11:22 AM
7	Car park is better in the Town Centre, but access is the problem (I don't know the solution, perhaps underground access?)	4/26/2021 8:49 AM
8	No new parking. Parking encourages the overuse of the car. We need more progressive ways to move people around. This means improved public transport that is convenient. Claremont should be leading the way in reducing car use. Have a pedestrian only area in the centre of Town. It would attract many.	4/25/2021 5:26 PM
9	I think we should encourage people to use public transport. I don't want to see any part of Claremont dominated by car parks. Consideration should be given to placing them out of sight e.g. underground	4/20/2021 10:26 PM
10	There is ample parking. We need to free up some parking spaces to improve biking infrastructure and we need to make it clear that this is a strategic environmental and public	4/19/2021 7:53 PM

Your community, your say: Visions of the future

	safety stance we are taking.	
11	Public transport should be encouraged more than additional parking	4/18/2021 6:19 PM
12	NONE - that people drive to get a coffee is a joke	4/18/2021 10:57 AM
13	showgrounds	4/15/2021 10:36 PM
14	More parking discourages use of alternative transport options.	4/15/2021 9:29 PM
15	Probably a mix of the above but better designed. Eg NOT like Claremont quarter	4/15/2021 4:03 PM
16	Multi story near train and bus station	4/15/2021 3:29 PM
17	Throughout the community	4/14/2021 7:23 PM
18	NA	4/14/2021 4:23 PM
19	Maybe consider some sort of park and ride system on the outskirts - showgrounds????	4/12/2021 10:54 AM
20	New development in the Town Centre similar to Claremont Quarter - located East Side	4/11/2021 8:40 PM
21	At claremont quarter	4/11/2021 2:03 PM
22	Incentivise to not need more parking.	4/10/2021 9:58 PM
23	There is needed reaserch to find out where is shortage of the parking space. There is a need always to assess traffic congestion and parking needs with every development in the area.	4/10/2021 6:49 PM
24	See 26	4/10/2021 3:15 PM
25	At Swanbourne, to create a secondary retail hub	4/10/2021 7:16 AM
26	None, but make walking, public transport and cycling more attractive	4/9/2021 9:09 PM
27	Totally inadequate parking in residential areas such as Victoria Ave, Bethesda Hospital	4/9/2021 7:12 PM
28	None people can walk	4/9/2021 5:38 PM
29	Underground car parks	4/9/2021 5:20 PM
30	No room left	4/9/2021 5:09 PM
31	There is plenty in the mall, if that's accessible 24/7	4/9/2021 4:48 PM
32	I think there is already enough parking	4/9/2021 4:32 PM
33	All of the above	4/9/2021 9:10 AM

Q28 How should the Town prioritise its sustainability focus areas?

Answered: 262 Skipped: 68

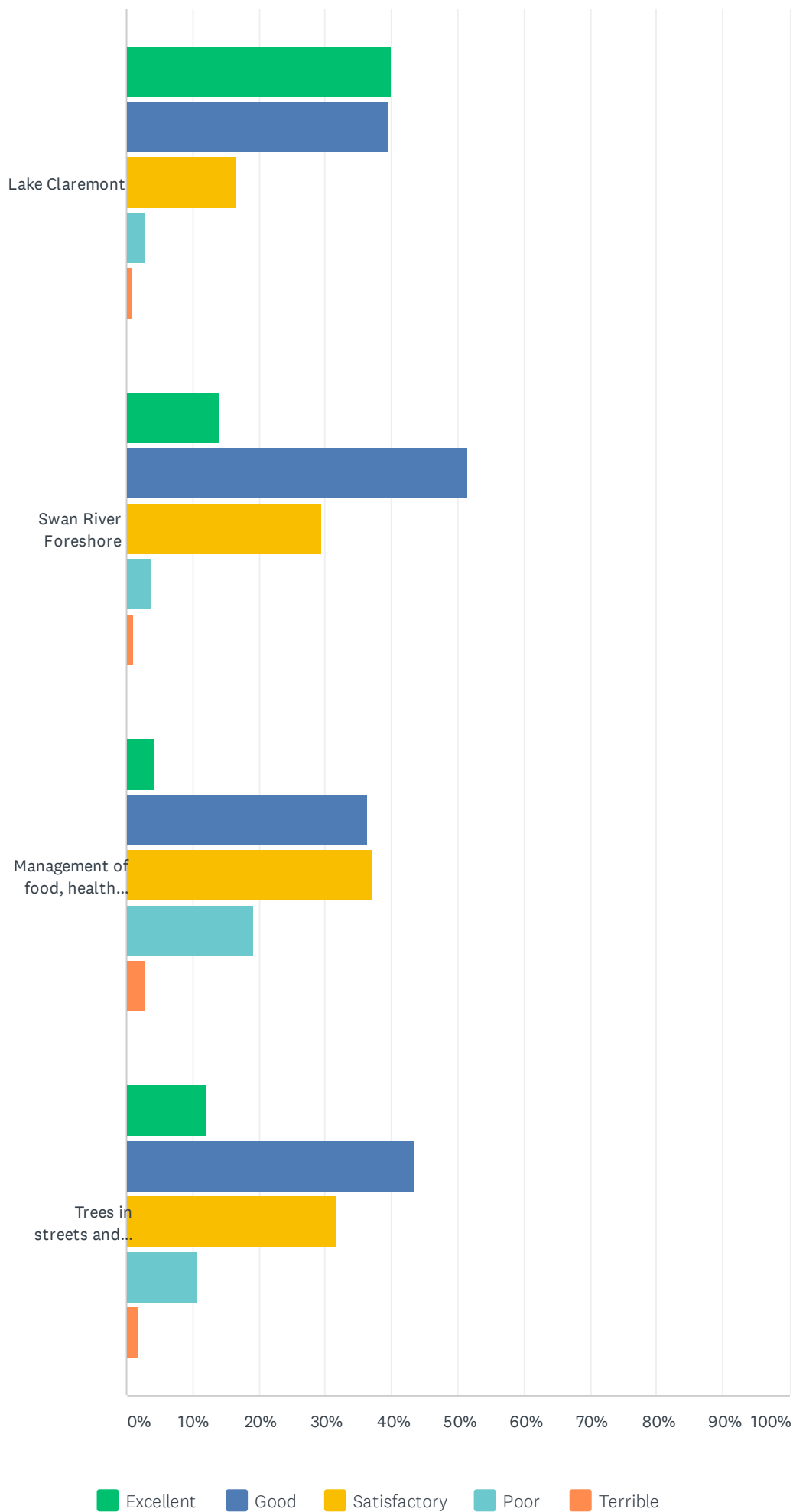


	1	2	3	4	5	6	TOTAL	SCORE
Waste reduction	21.89% 51	16.31% 38	18.45% 43	16.31% 38	15.88% 37	11.16% 26	233	3.79
Water efficiency	7.30% 17	21.89% 51	19.31% 45	20.17% 47	19.74% 46	11.59% 27	233	3.42
Energy and carbon emissions	11.26% 26	10.39% 24	16.88% 39	23.81% 55	16.02% 37	21.65% 50	231	3.12
Biodiversity and the natural environment	15.42% 37	20.00% 48	20.83% 50	16.67% 40	16.25% 39	10.83% 26	240	3.69
Sustainable design	17.43% 42	15.35% 37	15.35% 37	14.11% 34	20.33% 49	17.43% 42	241	3.43
Canopy coverage in urban areas	28.29% 71	15.14% 38	11.16% 28	9.96% 25	11.55% 29	23.90% 60	251	3.67

Q29 How is the Town going in terms of the conservation and management of the following assets?

Answered: 272 Skipped: 58

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	EXCELLENT	GOOD	SATISFACTORY	POOR	TERRIBLE	TOTAL
Lake Claremont	40.00% 106	39.62% 105	16.60% 44	3.02% 8	0.75% 2	265
Swan River Foreshore	14.02% 37	51.52% 136	29.55% 78	3.79% 10	1.14% 3	264
Management of food, health and noise pollution	4.14% 11	36.47% 97	37.22% 99	19.17% 51	3.01% 8	266
Trees in streets and parks	12.18% 33	43.54% 118	31.73% 86	10.70% 29	1.85% 5	271

Q30 Do you have any other comments?

Answered: 148 Skipped: 182

#	RESPONSES	DATE
1	In terms of natural environment, maintaining leafiness is so important	4/27/2021 3:27 PM
2	The green areas (natural environment) & tree canopy is the #1 priority as far as I'm concerned regarding the liveability of Claremont and why it is so wonderful to live here (and generally in the Western suburbs). Any infill needs to be offset with replacement of lost canopy and green space - it's what keeps the overall amenity of the area high. It's why I didn't tick a box for granny flats on existing suburban areas for the housing density - if you need to knock over trees to do that - you start ruining the reason to living around here is so good. When it comes to other developments (e.g. when I ticked 8 and 5 story high developments along Stirling Hwy - it doesn't necessarily mean I would like to see a 8 story high wind tunnel along Stirling Hwy - but the building I live in is 8 stories high, so - more a sporadically placed arrangement, with smaller and commercial builds between. If we are required (by state planning and in-fill requirements) to increase the population of our town - then the main traffic and transport corridors - which are also reasonably accessible via public transport - make the most sense - without ruining the overall aesthetic of the town (the tree canopy and natural space) i.e. The whole reason it's worth living here. Also - I'm not opposed to retirement villages along Stirling Hwy - for example - the old Sunset? (Now the Grove Residences) - it just more depends on the density ... I'm also not sure why anyone would want to retire on a busy road like Stirling Hwy! (unless you had views similar to what you would have gotten at the old Sunset apartments).	4/27/2021 3:21 PM
3	Thanks for the opportunity	4/27/2021 1:32 PM
4	No, thanks.	4/27/2021 1:25 PM
5	No	4/27/2021 10:35 AM
6	Noise pollution from the aircraft is terrible. Can the town lobby the Aviation Authority to change the take off paths to reduce noise pollution especially in the morning	4/27/2021 9:46 AM
7	Please write a submission to suggest to CASA to change the flight paths away from Claremont	4/27/2021 7:23 AM
8	Without Major Road infrastructure projects Claremont will be for ever plagued by Traffic Congestion detracting from its appeal as a commercial center	4/26/2021 7:18 PM
9	Compared to what I read of other Councils our governance and management by Councillors and executive is first class.	4/26/2021 5:20 PM
10	Why are they continuing to plant London Plane trees in small footprints & on verges.	4/26/2021 3:43 PM
11	The Mayor is great	4/26/2021 1:30 PM
12	Restrict number of undesirable persons loitering in Claremont Quarter (train people) and are clearly not contributing to a vibrant and improved future for Claremont.	4/26/2021 11:29 AM
13	Need trees west end StQ ave, and traffic calming, it is currently a speedway. Local sport is hit a pedestrian if you can.	4/26/2021 11:01 AM
14	The foreshore has natural beauty and is not maintained for future generations. I constantly collect rubbish (plastic, rope, glass, fishing lines) from the beach and I have to take my own bag and dispose of at home. I have never seen evidence of council work on the foreshore	4/26/2021 10:58 AM
15	With a vested interest in the West End of St Quentin Ave, the inconsistent streetscape treatment East and West is disappointing. Road grime and soot are a real issue for Town Centre residents.	4/26/2021 8:55 AM
16	With the upgrade of the train line, we saw many of our trees damaged or removed. We need to focus on restoring them.	4/26/2021 8:51 AM
17	The increased density is already creating traffic congestion and pollution. Infill is not always ideal or necessary, especially when there is a danger of destroying a suburb's character. Even living next to train stations, people will still have their cars...and so the traffic keeps on increasing, NOT decreasing. There's nothing wrong with old, established and beautiful	4/25/2021 11:27 PM

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original/heritage suburbs - they are special and unique, and should be preserved. One doesn't need infill, and more infill, in particular in these old, historic suburbs - where in many cases the new architecture is in total juxtaposition to the character of an area and creates disquiet and disharmony (such as the external appearance of the apartments above the Claremont quarter - very reminiscent of socialist style apartments without any charm or character - they look ghastly from a distance and definitely do not enhance our area at all. That is sad). I treasure my suburb but do not want to see it lose its special character.

18	No	4/25/2021 8:33 PM
19	Claremont should be leaders in energy efficiency and protecting our natural environment. All public buildings should be covered in solar panels and set huge targets to reduce carbon emissions. The town could save a fortune on power bill. Further efforts for waste and water efficiency by setting new targets. Try to drastically reduce or eliminate the use of plastic. Ban the use of plastic water bottles in the Town.	4/25/2021 5:35 PM
20	Generally satisfied with Town's environmental performance.	4/25/2021 4:39 PM
21	Don't spend money on unnecessary things when the end of the budget year is coming.....invest in the bigger picture and tidy up the awful verges and median strips and offer an additional general waste collection each year.....and clear the paths of tree debris	4/25/2021 4:27 PM
22	Noise pollution for Town Centre residents is excessive even allowing for it being a town centre	4/25/2021 3:23 PM
23	Keep it green and liveable	4/25/2021 12:50 PM
24	Do not lose one of the jewels in the crown of suburban Perth	4/25/2021 11:29 AM
25	Happy for events to be hosted at show grounds eg music festival etc It will bring life back to Claremont	4/24/2021 4:56 PM
26	Traffic management poor along Shelton, Davies, Grayland road. Speeding, should be 40km and push button pedestrian crossing.	4/24/2021 4:38 PM
27	No	4/24/2021 3:37 PM
28	Generally, Council is doing well. Good communication to householders. concern about planning decisions overridden by state authorities	4/24/2021 12:18 PM
29	No 28 was not clear as to whether 1 or 6 was top priority. I put 1 as top priority	4/22/2021 9:43 AM
30	Claremont is blessed with an exceptional environmental and historic background. These features have vanished in many suburbs under the demand (and often oversupply) of new dwellings and development. Whilst we can't stand still and can't adopt a 'never change' outlook, we need to preserve what is unique in our community.	4/21/2021 10:48 AM
31	Claremont is a great place to live	4/21/2021 7:33 AM
32	I believe the TOC is meeting its density targets. I wouldn't like to see more high rise developments. The area around the football ground is awful. It reminds me of blocks of council flats built in the UK in the 1960s. Whilst I understand the concept of urban infill and density targets, I think that what has happened in that area is way too much. I think any future high rise developments needs to occur along main arteries only, such as Stirling Hwy.	4/20/2021 10:32 PM
33	Loch street needs more trees and less traffic. A median strip with centre road trees would do wonders for that street and make it safer for cyclists and pedestrians.	4/19/2021 7:55 PM
34	Limit building of multi storey apartments within Claremont, as much as possible.	4/19/2021 7:19 PM
35	Please plant native trees on verges not European plane trees that look good but cause never ending leaf problems	4/19/2021 4:38 PM
36	No	4/18/2021 8:52 PM
37	Noise issues caused by outside agencies, RAS and PTA	4/18/2021 8:39 PM
38	I honestly think ToC does a really good job of meeting the dozens of competing priorities an LG us responsible for. I especially value its focus on the natural environment and creating community activation.	4/18/2021 6:24 PM
39	Claremont is going to cop the Nedlands problems of high rise suburban infill. A solution is to insist that the higher the building, the more open space surrounding it must have, so that nobody gets overshadowed. This will cost money.	4/18/2021 4:52 PM
40	Continue to upgrade and beautify the streetscape and make the entire town underground	4/18/2021 4:13 PM

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power. This would help to ensure our beautiful town can continue to evolve into the best town centre in Perth. Need to be thinking of what the town centre will need in 30 years time not just allowing for our current requirements.

41	THE BRIDGE LINK BETWEEN RAILWAY ST & CLAREMONT CRESCENT SHOULD ONLY HAVE AN EXTRA LANE ADDED EITHER SIDE TO THE CURRENT BRIDGE. I THINK THE CURRENT ROAD CLOSURES IN PLACE DUE TO THE RAIL WORK HAS PROVEN WE CAN COPE & ADAPT WITH LENGTHY ROAD CLOSURES. LETS PUT THE COMMUNITY ABOVE PROFIT FOR ONCE!	4/18/2021 1:40 PM
42	Stop this hi rise nonsense - Claremont oval is PRECISELY what I refer to	4/18/2021 10:58 AM
43	Need to solve the traffic congestion around Bethesda. Bethesda should NOT expand here	4/18/2021 9:50 AM
44	I believe the Town of Claremont is doing a great job in their role as managers of the urban areas and town centre.	4/18/2021 8:20 AM
45	I love living in Claremont with it still feeling like a leafy suburb despite the urban infill. We live across the road from the Claremont Lake and near the dog excercies area at the northern end of Davies Road. Please never let it be built on.	4/16/2021 3:25 PM
46	introducing the FOGO bin concept sooner rather than later would be good	4/16/2021 8:17 AM
47	The ToC is doing the right thing for the community by requiring event organisers to pay for sound, traffic and security control at RASWA endorsed events. The State Government (and WA taxpayers) need to better understand how wasteful and futile it is for the RASWA to keep running unprofitable and despised events at the showgrounds	4/15/2021 10:44 PM
48	Nil.	4/15/2021 9:31 PM
49	We are behind other suburbs/councils. Let's get with the program :)	4/15/2021 7:58 PM
50	The pool should be better managed. It is too busy and lanes are closed after you've paid to get in.	4/15/2021 5:28 PM
51	Invigorating the Town Centre to make it appealing to dine out and enjoy in the daytime and the evenings. Currently it is a ghost town, with no soul. 20 coffee shops that all close by 3pm and no wine bars is skewed.	4/15/2021 4:54 PM
52	I am appreciative of all that the Town Council is doing for Claremont residents and visitors. It is a pleasure to live here. Well done !	4/15/2021 1:38 PM
53	This is not the best way to seek assistance.	4/15/2021 8:02 AM
54	Too many apartments, causes traffic jam.	4/14/2021 9:51 PM
55	Need better traffic management. Scotch college doesn't follow its own rules Railway line should be sunk to allow better connection, social areas, and better utilisation of land for developments	4/14/2021 5:16 PM
56	The building codes do not take notice of appropriate passive solar design for energy conservation. IEWrong Colour / wrong orientation , wrong design . NOR DO THEY PRIORITISE HERITAGE PRESERVATION. Traffic needs to be CALMED - with reduced local speed limits .	4/14/2021 1:45 PM
57	Glad to see the boats removed from their attachment to the fence of the units at no 30 Victoria Avenue.	4/14/2021 1:30 PM
58	Bushlands around Lake Claremont are not being maintained and dying, especially Davies Road side	4/14/2021 12:42 PM
59	Would like to see riverside walking access to Peppermint Grove	4/14/2021 11:18 AM
60	Review street tree selection to avoid those which cause allergic reactions among a significant proportion of the population.	4/13/2021 5:52 PM
61	Investigation required into why London Plane trees shed leaves all year round.	4/13/2021 5:50 PM
62	There needs to be some pressure, even regulation(s) to limit the destruction of mature trees by developers.	4/13/2021 4:56 PM
63	Parking solution should not be one that facilitates daily commuters parking in local streets causing congestion and safety hazards . Any non resident who street parking should have a permit or get a ticket	4/13/2021 4:41 PM
64	Development around claremont oval is well planned and appropriate scale. Maybe some development over the railway line connects east / west wards with town centre i.e. town	4/13/2021 4:39 PM

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centre could extend across the railway line near the station. Also develop over the Swanbourne station.

65	Claremont has already met its in-fill density requirements with the development of apartments around Claremont Oval. STOP further high rise developments along the Stirling Highway	4/13/2021 4:32 PM
66	no	4/13/2021 2:57 PM
67	Please come to some sort of win-win deal with the Agricultural Society to integrate the development of the Agricultural Showgrounds into Claremont planning	4/13/2021 11:39 AM
68	No	4/13/2021 11:13 AM
69	Traffic is terrible. It is virtually impossible to exit Langsford St which also carries cars from Stevens and Mary St. and Stirling Hwy.	4/13/2021 10:35 AM
70	We as a household despise the multi-storey dwellings going up in every corner of the area. It's too much and it needs to stop to preserve the uniqueness of the area and it's history.	4/12/2021 10:37 PM
71	Replace box trees in streets.	4/12/2021 2:25 PM
72	the survey would not allow in the multiple choices the same response within the one question eg question 28	4/12/2021 1:53 PM
73	Claremont is a wonderful place to live and visit. We must keep its small town charm while recognising that it is near the centre of the north-south axis of greater Perth. We need to do whatever we can to prevent pockets of walled-off houses and buildings forming and projecting an unfriendly visage or face to neighbours or those passing by. We should be the friendly suburb.	4/12/2021 11:59 AM
74	Attention to pruning low hanging branch trees on street verges which are a traffic hazard and replacement of old and broken down footpaths	4/12/2021 11:56 AM
75	The noise from the Stand In Coffee shop in BVT at times is very very unpleasant. I see no need for any business to play any sort of music - if you want to listen to music use your personal IPod	4/12/2021 10:58 AM
76	replace the box trees	4/11/2021 10:19 PM
77	No high density on stirling highway.	4/11/2021 9:46 PM
78	.	4/11/2021 8:43 PM
79	The noise from the Showgrounds is a major issue to people moving to the area and staying. The Claremont events at lake Claremont and around the town centre are a massive bonus, keep them going. The playgrounds need shade covers.	4/11/2021 8:01 PM
80	Community education and environmental issues are sadly lacking. Programs offered by Switch Your Thinking have far reaching effects, My neighbours mostly have no clue about recycling, waste management, EV cars, sustainability, environmental gardening. Why could some of the \$\$ spent on entertainment in Claremont (i.e.: WASO concerts) not be diverted to public education on these important issues?	4/11/2021 6:48 PM
81	For Q28, I have put sustainable design first. By this I mean that densification is done in the right areas and we don't overpopulate the town such that the amenity we currently enjoy is degraded (e.g. stifling congestion, paid parking). New developments should be in context with the area they are located. Blockfilling as has occurred at 12 Garden Street through 'gerrymandered' compliance with R-codes should not be permitted. To qualify as 'sustainable', blocks should retain a decent amount of unpaved open space making planting of proper gardens/trees possible. To be "sustainable", removal of mature native trees should not be permitted as part of infill projects as is now occurring in Nedlands.	4/11/2021 6:09 PM
82	Still love to live in Claremont!	4/11/2021 4:28 PM
83	Lack of parking at Claremont Jetty. Rehabilitation of on foreshore near jetty and paths to allow for disability access	4/11/2021 3:38 PM
84	parkings on Loch Street should definitely be eliminated during peak hours and the rangers should be coming around more often to check the cars (many are parked here all day long) - this is such a busy street!	4/11/2021 1:57 PM
85	No more construction around Claremont oval. 5 years of continual disruption to local traffic and paths is just ridiculous.	4/11/2021 1:13 PM
86	No	4/11/2021 1:11 PM

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87	Do not approve high density development in neighbourhood	4/11/2021 1:09 PM
88	The London plane trees are not actually native to our area so STOP enforcing them as verve trees introduce fruit trees to encourage a healthy life	4/11/2021 12:54 PM
89	Whilst I support and encourage densification in the right areas - Claremont Oval is an excellent example of densification whilst maintaining green and open spaces (the town has numerous other such options), block filling, tree removing out of context homes (such as 12 Garden Street or the aged care facility being built in Nedlands) should not be permitted	4/11/2021 10:55 AM
90	maintenance of cycle paths/road side cycle lane quite often grass growing leaves caught in drains glass broken branches - though I must admit I think Claremont does a better job than Nedlands Dalkieth and Subiaco	4/11/2021 10:34 AM
91	Use less water and non-renewable energy, create less waste and the environment will improve. Don't focus on emissions and don't build or allow the building of things we don't need.	4/11/2021 10:32 AM
92	The box trees are terrible. The leaves they drop are terrible. I suggest a Peppermint Tree is preferred to a Bix Ttee	4/11/2021 8:56 AM
93	I love living in Claremont. Hate the traffic. Never shop in Claremont because of the traffic and no parking. Hate the my street to used as a through street and the council won't do anything. Hate the the planners say it's a heritage precinct but then let people build houses that overlook others that are too close to the boundary and are covering too much if the block. If it's a heritage area everyone should stick to the rules.	4/11/2021 8:48 AM
94	Will be good when railway works are completed, cycleway and train station are reinstated	4/11/2021 7:43 AM
95	Evidence-based progressive policy which goes beyond what the federal and state government have mandated - lead from the local. Adopt best practice for the community based on practice which has been shown to work well elsewhere in similar communities, even outside Australia, but adapt for the claremont context to ensure success.	4/10/2021 10:03 PM
96	That ranking system was terrible. It is all important and you cannot rank them. All are achievable at once.	4/10/2021 9:36 PM
97	Water levels in the Claremont Lake is dropping down probably due diversion of rainfall water to street drainage resulting from various developments. Planning approval process should prioritize soakwells to prevent the above. Excessive traffic noise on suburban streets could be reduced by speed reduction ie to 40 km and by occasional speed control during morning and afternoon heavy traffic.	4/10/2021 7:04 PM
98	Please include Alfred Road streetscape in roadside maintenance and parking management	4/10/2021 6:04 PM
99	Please listen to the ratepayers. 1 The Planning Department needs to reconsider its approach in the towns development as it is too pro developer. We have well and truly met our State Government targets and the mess around Claremont Oval says it all. 2 When requested by telephone or when attending the administration center- Could the reception staff please connect the ratepayer with a staff member (often requested by name) and not act as gate-keep and try to answer residents concern, especially when they are of a technical nature.	4/10/2021 4:46 PM
100	Change the focus of the town centre being totally focused on Clermont quartet. Create a real pedestrian flow to incorporate All the shopping Streets. If we have to have infill particularly high rise they should be designed and built to a high environmental and sustainability standard.	4/10/2021 3:55 PM
101	No	4/10/2021 3:37 PM
102	So so many	4/10/2021 2:34 PM
103	no	4/10/2021 2:00 PM
104	Traffic congestion needs to be addressed if greater residential density is planned	4/10/2021 1:06 PM
105	Town businesses. Please add ...a good seafood restaurant or cafe Tree planting on verges should be increased along with improved footpaths and a path along riverside from peppermint grove to Claremont	4/10/2021 12:17 PM
106	Fear the preponderance of the London Plane tree in street plantings because of it is favoured by the corella birds which have become a pest, because of their mature size and their allergy producing flowers. A slower growing flowering native would be better	4/10/2021 12:15 PM
107	The community hub and library is a fabulous community asset in Claremont. Their services	4/10/2021 11:43 AM

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	and facilities are a credit.	
108	You are doing a pretty good job. Glad I live in Claremont	4/10/2021 11:41 AM
109	No	4/10/2021 9:39 AM
110	Town does a good job with this	4/10/2021 9:12 AM
111	Yes, fix the footpaths in Claremont Crescent and replant established trees that are in keeping with the rest of the community. Stop allowing hi rise development and apartment living complexes to be built, stop allowing people to build right up to the boundary fence line with multiple houses on less than 500m2 blocks. Protect and preserve houses of character from greedy developers who are determined to come in an build homes without taking into account the existing character of the homes in the street and suburb. Turn Bayview Tce into a pedestrian only zone so we don't have to worry about getting run down by cars failing to obey the speed restrictions. Make sure there are traffic controlling devices put in place so cyclists are made to slow down when they are approaching areas where there is a higher pedestrian concentration like outside of the Goods Shed and the railway bridge.	4/10/2021 8:24 AM
112	Less infill. It's getting too crowded, noisy and unpleasant. Claremont will be a getto One-day with all the increased density and unsafe. There is already too much.	4/10/2021 12:35 AM
113	no merci.	4/9/2021 10:01 PM
114	Little consideration has been given to residents in the streets running off Davies Road. It is now very difficult to turn across the traffic into Davies Rd, due to very heavy traffic. Removing the level crossings across from the Foodies corner means that people with prams, wheelchairs, and the elderly etc have to walk a long way to the underpass. The only entry to the Post Office end of Claremont will now be the stairway crossing. Please leave the level crossing! The areas adjacent to the tramline now look terrible as the trees have all been removed. Very sad.	4/9/2021 8:46 PM
115	More dog poo control! Some people need to be fined for having dogs off leach in on leach area and dogs poo pick up too	4/9/2021 8:23 PM
116	-	4/9/2021 8:15 PM
117	As a senior citizen I find many of the footpaths potentially dangerous with their aged uneven surfaces. It seemed inefficient to redo the path on one side of Wood St and leave the other side in a poor state. It was only a short amount of path and could have been done while the workers and their equipment were on site. I am also concerned that some of the large peppermint street trees have grown large branches over the front fence of properties. I fully expect the large branch over my garden will crash down in a storm damaging our front fence and portions of the front garden. I was able to get the Town to do some trimming but they were not keen to remove this large branch.	4/9/2021 7:44 PM
118	Managing impact of the morning school drop off period with more options to access the Stirling Highway with traffic lights.	4/9/2021 7:31 PM
119	overall a lovely place to live Please give some love to the iconic claremont pool plesae made Royal Agricultural society stay true to their purpose in community and the hosting of community events. They should not be an authority onto themselves and the current hosting of events is a disgrace and impacts local families. This must be managed better	4/9/2021 6:40 PM
120	I love living in Claremont and appreciate the work the council does	4/9/2021 6:32 PM
121	Claremont Crescent is in ruins. Goods Shed inaccessible- please fix!!!	4/9/2021 6:16 PM
122	No	4/9/2021 6:06 PM
123	Stop caving in to developers / it is big enough already with current traffic infrastructure. Any more development can only be done if main roads actually address the traffic issues before developers build more. Good traffic management is essential and must be done prior to allowing further high rise developments	4/9/2021 6:05 PM
124	No	4/9/2021 5:50 PM
125	No	4/9/2021 5:40 PM
126	Get rid of noisy and disruptive concerts and such at the RAS ground as they have no place in an inner city, high density area, and should be held away fro where a lot ofpeople live. Yes, I know you are tring!	4/9/2021 5:35 PM
127	Lack of solar PV on buildings and associated battery storage and EV charging facilities. Use of EVs by Council	4/9/2021 5:32 PM

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128	No	4/9/2021 5:30 PM
129	No	4/9/2021 5:21 PM
130	Insist on solar PV and battery storage on every building. EV charge stations	4/9/2021 5:17 PM
131	I think several of my answers have to do with Metronet being very disturbing in our area and the increase in traffic in our street. Since we moved here in 2004 we lost so much tree canopy in the area and the peace and quiet has changed into a noisy environment due to the increase of building and industrial looking landscape at the railway. When more people around us knock down everything (especially trees) and build big bunkers I would seriously think of moving away from Claremont even though the location is still very much preferred. Claremont should keep certain areas which have lots of heritage housing as is, that is the attractiveness of the town, keep all the dense housing to separate locations to keep the heart of the town and please keep the leafy suburb feeling.	4/9/2021 4:55 PM
132	No	4/9/2021 4:52 PM
133	Better ways to communicate by electronic means as opposed to expensive flyers	4/9/2021 4:49 PM
134	My kids would love a skate park!	4/9/2021 4:47 PM
135	No	4/9/2021 4:43 PM
136	The reason for the "terrible" rating in the above question is due to the night works on the rail line. I understand this is largely outside the Town's control, but it is impacting sleep	4/9/2021 4:35 PM
137	Please consider people with wheelchairs in your designs. Thank you.	4/9/2021 4:29 PM
138	No	4/9/2021 4:04 PM
139	The fly in the ointment is the RAS showground. Specifically the antisocial and sometimes dangerous behaviour of patrons, drunkenness and drug use, antisocial behaviour. These are not really being dealt with satisfactorily. Not getting through to the RAS just how bad it can be.	4/9/2021 3:24 PM
140	No	4/9/2021 2:50 PM
141	My only complaint is that the Blackburn development on Stirling Highway (corner of Airlie st) should never have been approved. I know this wasn't approved by the Town of Claremont but by JDAP, unfortunately with the encouragement of the Planning Officer David Vinnicombe whose report totally disregarded the planning guidelines for Stirling Highway and for the whole of Claremont. We need a new Planning Officer who has a better grip on the Claremont environment and who does not pander to the likes of Paul Blackburn	4/9/2021 11:24 AM
142	I would like to see an increase in verge trees along footpaths and bike tracks. The bike track near Swanbourne and Claremont stations is very barren.	4/9/2021 9:12 AM
143	Retain public facilities like the showgrounds and open space around Lake Claremont	4/9/2021 8:04 AM
144	Reduce the number of cars on cut through streets and divert cars to Stirling highway. Reduce speed limits, install speed humps.	4/8/2021 10:26 PM
145	We need better footpaths and streetscapes to encourage more walking and less car travel	4/8/2021 8:50 PM
146	Very happy with living in Claremont and having an awesome landlord will be staying for a while yet!!	4/8/2021 7:00 PM
147	Working closely with community groups will help with items above	4/8/2021 11:34 AM
148	It would be wonderful to have greater awareness and enforcement of rules around pets, especially dogs, including enforcing dog-on-leash rules, dog excrement and dogs being properly controlled by their owner when not on a leash as an uptick in these sort of incidents has made the walkability of the area more difficult lately, especially for small children.	4/8/2021 8:00 AM

APPENDIX B

Vision Workshop Agenda



AGENDA

Town of Claremont Local Planning Strategy and Precinct Structure Plan
Vision Workshop
Wednesday 19 May 2021

5 mins	Welcome
5 mins	Introduction <ul style="list-style-type: none">• Project Overview and Timeline• Project Team Roles and Responsibilities• Workshop Purpose and Agenda• Planning Framework Background
50 mins	Exercise 1 – Movement, Landscape/Public Realm & Environment <ul style="list-style-type: none">• What we know so far• Background information• Discussion questions• Group feedback
50 mins	Exercise 2 – Land Use & Built Form <ul style="list-style-type: none">• What we know so far• Background information• Discussion questions• Group feedback
10 mins	Wrap Up and Next Steps

AGENDA

Town of Claremont Local Planning Strategy and Precinct Structure Plan
Vision Workshop
Saturday 22 May 2021

9:30	Welcome	5 mins
9:35	Introduction <ul style="list-style-type: none">• Project Overview and Timeline• Project Team Roles and Responsibilities• Workshop Purpose and Agenda• Planning Framework Background	5 mins
9:40	Exercise 1 – Movement, Landscape/Public Realm & Environment <ul style="list-style-type: none">• What we know so far• Background information• Discussion questions• Group feedback	50 mins
10:30	Exercise 2 – Land Use & Built Form <ul style="list-style-type: none">• What we know so far• Background information• Discussion questions• Group feedback	50 mins
11:20	Wrap Up and Next Steps	10 mins

APPENDIX C

Vision Workshop Powerpoint



Town of Claremont Local Planning Strategy and Town Centre Precinct Structure Plan

Visioning Workshop



Date: Wednesday 19 May 2021 6pm To 8pm
Saturday 22 May 2021 9:30am To 11:30am
Presented By: TBB



Welcome and Introductions

We'd like to begin by acknowledging the Traditional Owners of the land on which we meet today, the Whadjuk people of the Noongar nation and pay our respects to Elders past, present and emerging.



Welcome and Introductions

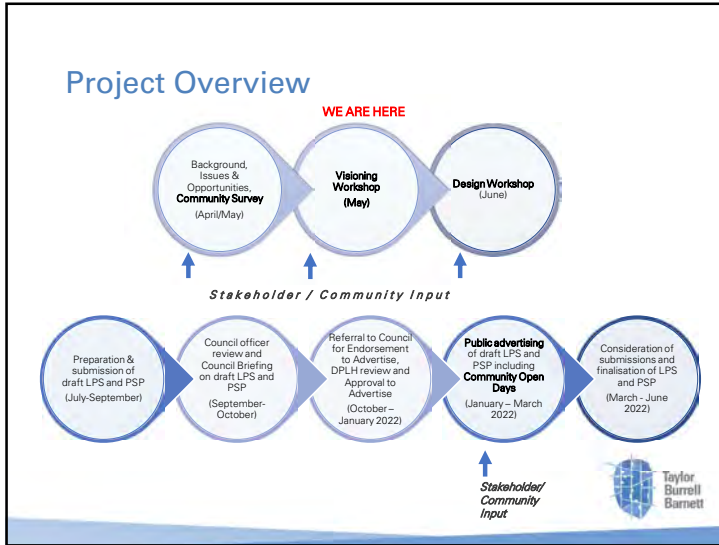
- **Town of Claremont** – David Vinicombe
- **Taylor Burrell Barnett** – Karen Hyde and Ben De Marchi



Project Overview

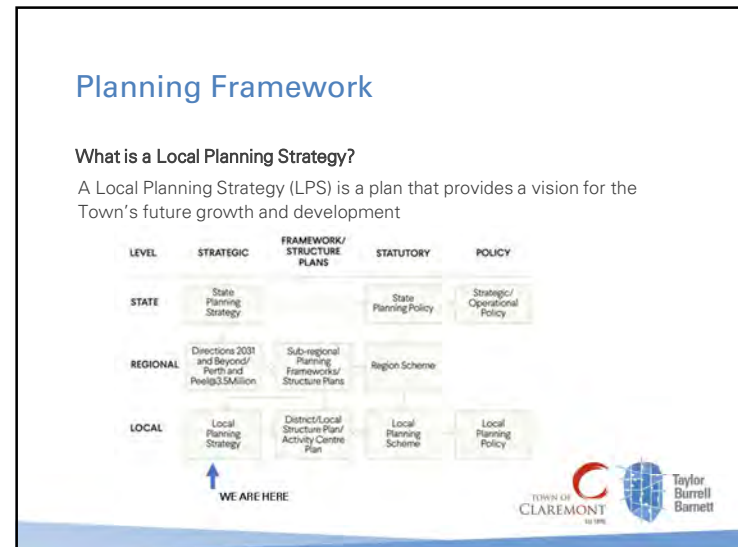
- Local Planning Strategy provides a vision for the local government area over the next 10- 15 years.
- A Precinct Structure Plan to guide development within the Claremont Town Centre
- Underpinned by technical studies and community feedback





- ### Project Team Roles and Responsibilities
- **Town of Claremont** – Client
 - **Taylor Burrell Barnett** – Town Planning, Urban Design & Community Engagement
 - **EPCAD** – Landscape Architecture
 - **Urbaqua** – Environment
 - **JDSI** – Engineering & Infrastructure
 - **Malcolm MacKay** – Architecture
 - **Pracsys** – Economy and Land Use Analysis
 - **Cardno** – Traffic and Transport
 - **David Lanfeer** – Community Facilities and Open Space
-

- ### Workshop Purpose and Agenda
1. Introduction to the Project and background information (10 mins)
 2. Workshop Exercise 1 – Vision for Movement, Landscape, Public Open Space and Environment (10 mins overview + 30 mins + 10 mins feedback)
 3. Workshop Exercise 2 – Vision for Land Use and Built Form (10 mins overview + 30 mins + 10 mins feedback)
 4. Next steps / program / future engagement
-



Planning Framework

Why do we need a Local Planning Strategy?

- Local Government is required to prepare an LPS, and it must:
 - set out the Town's long-term planning directions;
 - apply any relevant State or regional planning policies; and,
 - provide rationale for zonings and other classifications of land.
- Town of Claremont LPS (2010) and Scheme (1999) no longer serve the future directions for the Town of Claremont.
- The Town needs to be proactive:
 - changing demographics/households.
 - updated minimum targets Perth & Peel @ 3.5 million.
- If the Town are not proactive in planning for the future, the DPLH/WAPC will lead



Planning Framework

What is in a Local Planning Strategy?

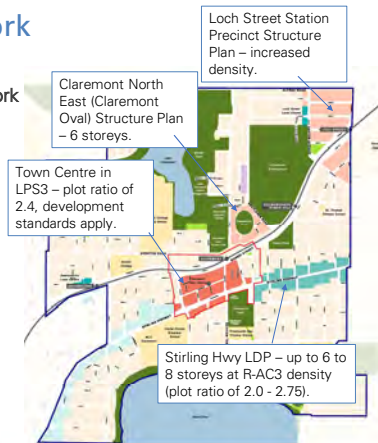
- The LPS considers:
 - Housing supply;
 - Community facilities;
 - Recreation needs;
 - Environmental factors;
 - Commercial services;
 - Employment; and
 - Traffic, cycle and pedestrian movement systems.



Planning Framework

Current Existing Planning Framework

- Some planning controls that impact the future built form of Claremont are already in place including:
 - Stirling Highway Local Development Plan;
 - State Planning Policy 7.3 Volume 2 – Apartments;
 - Town of Claremont Local Planning Scheme No. 3 (LPS3);
 - Heritage protection and enhancement policies;
 - Draft State Planning Policy 4.2 Activity Centres for Perth and Peel.



Planning Framework

What is the Claremont Town Centre Precinct?

- Precinct area is determined by the DPLH
- Requires a higher level of planning and design focus
- Proximity to a rail station and its role as an Activity Centre



Planning Framework

What is a Precinct Structure Plan (PSP)?

- A document prepared and approved under the provisions of a Local Planning Scheme. The PSP document is determined by the WAPC.
- The PSP outlines:
 - Vision;
 - Land use;
 - Density and development (including built form);
 - Access arrangements;
 - Infrastructure;
 - Environmental/landscape assets;
 - Community facilities; and
 - Design elements
- A map showing the spatial layout of the Precinct and requirements for subdivision and development



Workshop Exercise 1

Vision for Movement, Landscape/Public Realm & Environment

- 10 minute overview + 30 minutes discussion time + 10 minutes of feedback
- Background of what we know so far
- Introduction to the exercise
- 30 minutes of facilitated discussion
- Groups to provide feedback from discussions



Workshop Exercise 1

WHAT YOU'VE TOLD US SO FAR

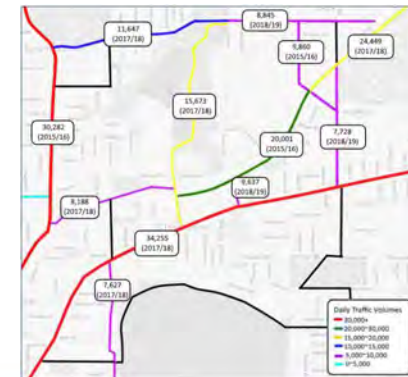
PEDESTRIAN CONNECTIVITY
 CONGESTION AND TRAFFIC MANAGEMENT
 ENVIRONMENTAL PROTECTION
 TREE RETENTION
 OPEN SPACE PROVISION



Workshop Exercise 1 - Background

Movement - LGA

- Proximity of Train Station;
- Private car primary mode of transport;
- Other modes must be catered for / encouraged;
- Many roads close to capacity;
- Car park location/traffic management;
- Priority to assist in traffic flow and non-vehicular movement;



Workshop Exercise 1 - Background

Movement – Town Centre

- Compactness a key strength
- Pedestrians provision most important aspect including:
 - Wide paths, street trees, low traffic streets;
 - Crossing opportunities over Stirling Highway and Rail line;
 - Alfresco dining, street furniture;
 - Spread peak load by extended shopping hours, timing of key events;
 - Management of school traffic.



Workshop Exercise 1 - Background

Landscape/Public Realm - LGA

- Key Strengths
 - Open space heart – lake, sports and playing fields are one coherent green space
 - River foreshore amenity prominence
 - Neighbourhood parklets
- Key Considerations
 - Loss of urban canopy
 - Age of arboreal capital – tree stock decline
 - School open spaces as community asset
- Opportunity
 - Lake to River green link
 - Lake park accessibility and connections



Workshop Exercise 1 - Background

Landscape/Public Realm – Town Centre

- Key Strengths
 - Laneway network
 - Increase tree canopy/greening
 - Integrated drainage
- Key Considerations
 - Stirling Highway tree groups
- Opportunity
 - Centre gateways, crossings, bridges
 - Public artworks
 - Enhanced character



Workshop Exercise 1 - Background

Environment

Key assets include:

- **Lake Claremont** (Conservation Category wetland, Aboriginal heritage site and Bush Forever Site 220)
- **Swan River foreshore** (Directory of Important Wetlands, Aboriginal heritage site and Conservation Category wetland)
- **Urban forest** (street tree stock)
- **Green space** – parks, schools and ovals
- Bushfire prone areas (pink)



Workshop Exercise 1 - Background

Environment

Key environmental and sustainability opportunities include:

- Urban heat mitigation and enhanced biodiversity
- Link between Lake Claremont and the Swan River foreshore
- Drainage retrofits for improved water quality and groundwater recharge
- Built form that provides for increased private open space and deep soil zones
- Circular economy principles to reduce waste



Workshop Exercise 1

Discussion Questions

Given we need to provide strategies for certain themes in the LPS and PSP for the next 10 – 15 years where do you see...

1. key movement network opportunities?
2. key landscape/public realm (e.g. the streets) opportunities?
3. key environmental opportunities?
4. key public open space (e.g. parks) opportunities?
5. Do you wish to identify any principles for future planning?



Workshop Exercise 1



Workshop Exercise 1





Workshop Exercise 1

Workshop Exercise 1

Feedback Session

Group spokesperson to share outcomes of table discussions with all attendees

- Key points



Workshop Exercise 2

Vision for Land Use & Built Form

- 10 minute overview + 30 minutes discussion time + 10 minutes of feedback
- Background of what we know so far
- Introduction to the exercise
- 30 minutes of facilitated discussion
- Groups to provide feedback from discussions



Workshop Exercise 2

WHAT YOU'VE TOLD US SO FAR

HERITAGE PRESERVATION
MORE COMMUNITY FACILITIES
MORE VIBRANT RETAIL AND SMALL BUSINESS
INFILL DEVELOPMENT
MORE FOOD AND BEVERAGE OPTIONS INCLUDING
MORE ALFRESCO DINING, BARS, RESTAURANTS



Workshop Exercise 2 - Background

Land Use

- Other than the Town Centre, there are other activity nodes including:
 - Stirling Highway East
 - Swanbourne Local Centre
 - Loch Street Local Centre
 - Claremont Showgrounds
 - Graylands Road light industrial
 - Bethesda Hospital
 - Schools



Workshop Exercise 2 - Background

Land Use

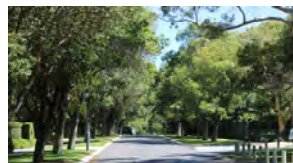
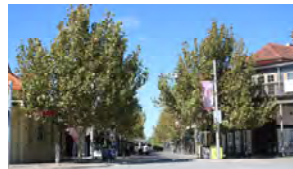
- Key actions for the Town Centre to facilitate growth include:
 - Increase opportunity for foot traffic;
 - Accommodate day and night time activities and multi-purpose places and spaces, and;
 - Increase residential and business accommodation.



Workshop Exercise 2 - Background

Built Form

- Key built form characteristics:
 - eclectic and diverse;
 - strong heritage elements;
 - mature trees and vistas.
- Future opportunities:
 - character retention and enhancement;
 - diversity in land uses;
 - more live, work, play in the LGA and Town Centre;
 - relationship between built form and movement networks.



Workshop Exercise 2 (Considerations) Integrating heritage qualities



Workshop Exercise 2 (Considerations) Street Landscape



Workshop Exercise 2 (Considerations) Transition of Building Scale



Workshop Exercise 2 (Considerations) Laneway Interface – scale and surveillance



Workshop Exercise 2 (Examples) Lower-scale buildings in residential streets



Workshop Exercise 2 (Considerations)
Higher-scale buildings in residential streets



Workshop Exercise 2 (Considerations)
Lower-scale buildings in mixed-use streets



Workshop Exercise 2
Lower-scale buildings in mixed-use streets



Workshop Exercise 2 (Considerations)
Higher-scale buildings in mixed-use streets



Workshop Exercise 2

Discussion Questions

Given we need to provide strategies for certain themes in the LPS and PSP for the next 10 – 15 years, what do you see as the key land use and built form opportunities e.g. residential, office, alfresco, community facilities, retail, cultural, civic uses, within...

1. Claremont Town Centre?
2. Areas around train stations?
3. Areas around local centres?
4. Are there any additional areas you think should be identified for residential or non-residential development?
5. Do you wish to identify any principles for future planning?



Workshop Exercise 2

Feedback Session

Group spokesperson to share outcomes of table discussions with all attendees

- Key points



Workshop Close

➤ Next Steps

- Project Team to consider vision workshop outcomes and prepare reports to support LPS and PSP
- Design workshops open to community in June
- Preparation of Draft LSP and PSP in Mid-Late 2021
- Draft LSP and PSP advertised in Early 2022

➤ Thanks and Close



THANK YOU

We shape exceptional places where communities prosper and people belong.

Contact: Karen Hyde

☎ 08 9226 4276

✉ karen@tbbplanning.com.au

🌐 taylorburrellbarnett.com.au



APPENDIX D

Vision Workshop Exercise Sheets



VISION WORKSHOP EXERCISE 1

VISION FOR MOVEMENT, LANDSCAPE/ PUBLIC REALM & ENVIRONMENT (30 MINS)

Discussion Questions: Given we need to provide strategies for certain themes in the LPS and PSP for the next 10 – 15 years where do you see...

Q1 Key movement network opportunities?

COMMENTS

Cycle crossings over railway. East/west cycle way is good.
 Craylands road cycle way improvement. bicycle facilities
 Bikes on Bayview Terrace.
 St Quentin / Bayview pedestrian priority.
 Bus stops on Sherbourne & Stirling St. - traffic builds up behind.
 need bus embayments - rethink stop locations.
 Evange parking - need to monitor with growth of development.
 Holiday slow zone near station one way systems?
 Bridge/crossing on Stirling? - particularly for schools.

Q2 Key landscape/public realm (e.g. the streets) opportunities?

COMMENTS

No more London Plane trees. more local species. leaf litter.
 Support green canopy.
 Support Lala to River consider the appropriate scale of links.
 need better way to get across highway.

River management grass invasive native reeds management.
 consider elevated - windy etc...
 Lala (movement excellent).
 Trees on foreshore need careful consideration.

Q3 Key environmental opportunities?

COMMENTS

walls along river - diff at base of MLC/CCGS.
 rain water bins, grey water reuse.
 water sensitive urban design.

Q4 Key public open space (e.g. parks) opportunities?

COMMENTS

Plenty of parks.
 No overcast Alex Prior. - could be cavity garden - picnic table.
 or cavity garden off back of primary school.
 Dogtooth public areas - for open space CCGS/MLC.

Q5 Do you wish to identify any principles for future planning?

COMMENTS

- movement network to support activity & activation of streets.
- support cycling & pedestrian movement.
- appropriate landscape for specific location & built form & visual envelope.

Wed 19/5

VISION WORKSHOP EXERCISE 2

VISION FOR LAND USE & BUILT FORM (30 MINS)

Discussion Questions: Given we need to provide strategies for certain themes in the LPS and PSP for the next 10 – 15 years, what do you see as the key land use and built form opportunities e.g. residential, office, alfresco, community facilities, retail, cultural, civic uses, within...

Q1 Claremont Town Centre?

COMMENTS

Focus on TC
 Prop View Terrace should be care.
 mixed use.
 but careful consideration of where activation starts & finishes.
 compact.
 small businesses part of mixed use not just cafes.
 Theatre Cinema on old Adams site.
 Aged Care.
 mixed use.

No more internal malls.
 keep street patterns.
 universal/disabled access.
 height along railway line. lots of land.
 8 storeys in terrace.

make sure sufficient visitor & resident parking in apt. developments.

Q2 Areas around train stations?

COMMENTS

Are lifts & are people happening? impact on street scope.
 Form / Goods Shed. need north south crossing. (ped)

supported by policy.
 Swanbourne Village centre great.
 development could happen.
 like aged care.
 also at Losh Street & Ashton Ave.

Q3 Areas around local centres?

COMMENTS



Q4 Are there any additional areas you think should be identified for residential or non-residential development?

COMMENTS

what will happen with the RAS?
 Show ground station.
 areas for boating fraternity off the water facilities

Q5 Do you wish to identify any principles for future planning?

COMMENTS

- o Respect heritage where important & of heritage value. but needs to be well proposed.
- o Focus density & intensity on Town Centre.
- o think about places to meet/use of verges incubators
- o increased development needs proper pavements.

Wed 19/5



VISION WORKSHOP EXERCISE 1

VISION FOR MOVEMENT, LANDSCAPE/ PUBLIC REALM & ENVIRONMENT (30 MINS)

Discussion Questions: Given we need to provide strategies for certain themes in the LPS and PSP for the next 10 – 15 years where do you see...

Q1 Key movement network opportunities?

- COMMENTS**
- WALKABLE, BUT POOR QUALITY
 - Signs
 - PATHS
 - MORE TREES
 - QUANTITY PED MOVEMENTS
 - CONFLICT BETWEEN CYCLIST + PED @ CORNER OF CRESCENT.
 - Speed measures
 - ACCESS FROM TRAIN TO BAY VIEW TERRACE TO BE IMPROVED/RECONNECTED.
 - NEW UNDERPASS IS NOT IN A GOOD SPOT.
 - NOT FOR PURPOSE.
 - TRAIN STATION MOVEMENT AT NIGHT, UNSAFE
 - Loss of opportunities on TRAIN UPGRADE, DISCONNECTED
 - CUCERE - Ped movement
 - MOVEMENTS OF CAR-POOL SERVICES, TREATMENT OF THESE IN FUTURE.
 - EXAMPLE
 - ELECTRIC CAR PARKING OPPORTUNITIES
 - Consider pedestrian only on BUT vs Retail issues

Q2 Key landscape/public realm (e.g. the streets) opportunities?

- COMMENTS**
- NO CONTINUITY IN THE STREETSCAPE
 - SHAPE, LARGE CRANES
 - NON-DECIDUOUS OR POSSIBLE
 - SOUND BARRIERS? / VISUAL BARRIERS
 - ENCOURAGE BETTER WALKING / CYCLING ENVIRONMENT
 - CUCERE LANDSCAPE OPPORTUNITY.
 - PARK TOWN CENTRE ON TREES.
 - ~~THE~~ BAY VIEW TERRACE NEEDS TO SUCCED FOR THE REST OF THE TOWN
 - NORTH LANEWAY
 - WIND TUNNEL
 - LACKS THE ACTIVATION
 - FOCUS ON ST QUANTA PUBLIC REALM, MORE OPPORTUNITY.
 - BEG POWERLINE ON TRAIN LINE ON ~~AMENITY~~
 - CREATES AMENITY IMPACTS.
 - NEEDS A FULL REVIEW OF REVEGETATION

Q3 Key environmental opportunities?

- COMMENTS**
- MOSTLY OK
 - ACCESS LIMITED TO REVER
 - ~~NOT OBVIOUS~~
 - CRATE IN THE ENVIRONMENT SPACE IN LAKE CLAREMONT, SOUTH END IN PARTICULAR
 - ACTIVATION WITH BOUNDARY USES

Q4 Key public open space (e.g. parks) opportunities?

- COMMENTS**
- OPPORTUNITY TO OPEN CANALS ON THE GREEN / GOLF COURSE
 - LIMITED OPP FOR MORE PARKS
 - POCKET PARKS?
 - PARRY STREET EXAMPLE OF USABLE CORRIDOR.
 - PROTECT EXISTING

Q5 Do you wish to identify any principles for future planning?

COMMENTS

wed 19/5



Taylor Burrell Barnett



Est 1898

VISION WORKSHOP EXERCISE 2

VISION FOR LAND USE & BUILT FORM (30 MINS)

Discussion Questions: Given we need to provide strategies for certain themes in the LPS and PSP for the next 10 – 15 years, what do you see as the key land use and built form opportunities e.g. residential, office, alfresco, community facilities, retail, cultural, civic uses, within...

Q1 Claremont Town Centre?

- COMMENTS**
- AREA TYPE DEVELOPMENT MORE APPROPRIATE FOR TOWN CENTRE
 - OPPORTUNITY FOR BVT SUB-PRECINCT
 - STRONG ITALY FRONT OF TOWN CENTRE + S
 - FRESH WATER GOOD EXAMPLE OF BUILT FORM SCALE
 - OPEN UP USES IN THE CQ PUBLIC REALM
 - ~~AREA~~ SURROUND CP'S IN TYPICAL AREA NEEDS REDEVELOPMENT
- MORE cycle infrastructure
- CP NORTH OF TRAIN AS A REDEVELOPMENT OPPORTUNITY TO LINK TC.
- SINK RAILWAY.

- USES
- Restaurant precinct, NEAR TIME RECREATION.
 - Residential to facilitate

Q2 Areas around train stations?

- COMMENTS**
- SUSTAINABLE / Lock st to be more viable
 - CROW SUPPORT A HIGHER DENSITY
 - SINK THE TUBE? OPPORTUNITY.

- USES
- BARS, NEAR TIME RECREATION

Q3 Areas around local centres?

COMMENTS

Q4 Are there any additional areas you think should be identified for residential or non-residential development?

- COMMENTS**
- REVER OBSERVATIONS
 - Community based use in IRAS, OPP FOR DAY TO DAY USE OF RAS AREA
 - ECCA AREA AS AN EXAMPLE.

Q5 Do you wish to identify any principles for future planning?

- COMMENTS**
- MATERIALITY TO BE APPROPRIATE
 - LANDSCAPING BOUNDARY TO DENSITY.
 - DAY / NIGHT ECONOMY IN TOWN CENTRE
 - CREATING COMMUNITY / CLUBS
 - LIMIT OFFER OF PARKING ON-SITE, etc.
 - BEANS / KITCHEN TO BE ENCOURAGED AT DESTINATIONS.
 - OPPORTUNITY FOR YOUTH BASED facilities. (SKATE PARKS, etc.)
 - HOUSING DIVERSITY WITHIN CORRIDORS, APPROPRIATE THE CONTEXT AND PRECEDENT.

Wed 19/5

VISION WORKSHOP EXERCISE 1

Table No. 3

VISION FOR MOVEMENT, LANDSCAPE/ PUBLIC REALM & ENVIRONMENT (30 MINS)

Discussion Questions: Given we need to provide strategies for certain themes in the LPS and PSP for the next 10 – 15 years where do you see...

← under/overpass.

Q1 Key movement network opportunities?

- COMMENTS: *Stirling Highway crossing improvements. - ease of access into parking areas*
- Pedestrian path connections + paths - *Stirling Hwy; around the schools + shops.*
 - Holistic traffic management - *Schools, retail, major residential developments.*
 - Get current data for volumes → *staggered pickup/drop off.*
 - *Stirling Kuger Street crossings around the station.*
 - Improve walking to schools. *(get school feedback).*
 - Improve parking design + controls around schools to improve *ped/cycle safety.*

Q2 Key landscape/public realm (e.g. the streets) opportunities?

- COMMENTS
- *Greening the whole suburb.*
 - *Put value on the retention of on-site trees (eg. Subiaco).*
 - *Improve the edges of Stirling Hwy.*

Q3 Key environmental opportunities?

- COMMENTS
- *Trees for birds.*

Q4 Key public open space (e.g. parks) opportunities?

- COMMENTS
- *Provide small but useable public space. When sites redevelop (check First Avenue 'park') → more examples through the town. near Ashton Avenue.*
 - *Respect the tranquility + natural qualities of the river foreshore. - don't pump fast cyclists along the foreshore.*

Q5 Do you wish to identify any principles for future planning?

- COMMENTS
- *Balance of on-site planting areas when sites get redeveloped.*
 - *Provide spaces that create focus places for locals.*

Wed. 10/5



VISION WORKSHOP EXERCISE 2

VISION FOR LAND USE & BUILT FORM (30 MINS)

Table No. 3

Ben.

Discussion Questions: Given we need to provide strategies for certain themes in the LPS and PSP for the next 10 – 15 years, what do you see as the key land use and built form opportunities e.g. residential, office, alfresco, community facilities, retail, cultural, civic uses, within...

Q1 Claremont Town Centre?

COMMENTS

- Claremont Crescent area - intensity → make consistent
- Redevelop along the railway
- Redevelop in TC
- Limit redevelopment in Mary Street to the northern end where the existing flats are. Value the heritage qualities
- Stirling Road edge intensity.
- Leura Avenue carpark intensification.
- more community facilities in the TC.
- A community hub expanding on the library location.
- green space.

Q2 Areas around train stations?

COMMENTS

Q3 Areas around local centres?

COMMENTS

- 3-4 storeys along Ashton Avenue
- Develop around Swanbourne shops.
- Redevelop Swanbourne shops

Q4 Are there any additional areas you think should be identified for residential or non-residential development?

COMMENTS

- Density around Claremont Park, particularly near the Bowling Club. ~~not~~ like
- Increase diversity.
- Davies Road density
- along the Railway.
- Graylands Road - Improve the road amenity opposite the Showgrounds.
- Redevelop the Graylands Road edges of Showgrounds and Ashton Avenue
- More community assets/facilities in the Showgrounds.

Q5 Do you wish to identify any principles for future planning?

COMMENTS

- Be careful to not have ~~too~~ much height around schools
- Provide publically-accessible space on sites above 6 storeys.

Wed 19/5



Taylor
Burrell
Barnett



TOWN OF
CLAREMONT
Est 1898

VISION WORKSHOP EXERCISE 1

VISION FOR MOVEMENT, LANDSCAPE/ PUBLIC REALM & ENVIRONMENT (30 MINS)

Discussion Questions: Given we need to provide strategies for certain themes in the LPS and PSP for the next 10 – 15 years where do you see...

Q1 Key movement network opportunities?

COMMENTS

ISSUE OF GUGERI ST THROUGH LINKS 4 LANES → 2
 SINK HIGHWAY - LOCAL 2 LANES ON TO A
 LOOK AT REDUCING SNARLS WITH HIGHWAY UNDER WEATH.
 BAN RIGHT TURNS - IMPROVE STAYING HWY USE
 LOOK AT ENTRANCE BOOM GATES TO CLAREMONT QUARTER
 CAR PARKS. - TICKET-LESS - CONTAIN LANES
 CAT SERVICE FOR TOWN CENTRE
 LOCK STREET TO FOUR LANES
 SCHOOLS - ADDRESS LEGISLATIVE LEVEL - NO RATES
 - USE OWN ROADS FREE
 - PAY FOR TRAFFIC
 - SCHOOL BUS PICK UP ROUTE SERVICE
 - ENVIRONMENTAL ROUTES FOR STUDENTS USING PUBLIC TRANSPORT.
 - BETTER SIDE LINES

Q2 Key landscape/public realm (e.g. the streets) opportunities?

COMMENTS

BAY VIEW TERRACE - BARRIERS NEAR HIGHWAY,
 TRY + SUPERSEDE T.C. NORTH FROM HIGHWAY.

Q3 Key environmental opportunities?

COMMENTS

CONNECTION BETWEEN RIVER + NATIVE VEGETATION - GET AWAY FROM LONDON PLANES
 VARIETY OF STREET TREES RATHER THAN ONE SPECIES.
 FALLING OF TREES - ADDRESS REDUCED CANOPY.
 TREE PROTECTION - RESTRICTIONS.
 TREE TAX - WALGA & DEEP SOIL ZONES
 BUT - COMPLETELY LANDSCAPED/ ENLANCED WITH SHOPPING NEEDS/ TRAFFIC.

Q4 Key public open space (e.g. parks) opportunities?

COMMENTS

TOWN SQUARE IS A MISS
 SNAPS STRAIGHT ON
 ACTIVATE

Q5 Do you wish to identify any principles for future planning?

COMMENTS

wed 19/5



VISION WORKSHOP EXERCISE 2

VISION FOR LAND USE & BUILT FORM (30 MINS)

Discussion Questions: Given we need to provide strategies for certain themes in the LPS and PSP for the next 10 – 15 years, what do you see as the key land use and built form opportunities e.g. residential, office, alfresco, community facilities, retail, cultural, civic uses, within...

Q1 Claremont Town Centre?

COMMENTS

ACTIVATE TOWN WITH THEATRE
 DEVELOP THE TYPIKA SITE WITH SOMETHING CULTURAL.
 COBBLE PAVEMENT DOWN FROM TYPIKA
 NO FURTHER DEVELOPMENT.
 PROTECT OLD BUILDINGS
 KEEPING TREES + SEEING SKYS.
 HERITAGE PRINCIPLES - MIMICKING CONTROVERSY
 LEGAL - CAR PARK.
 PROTECT HERITAGE - VERANDAS + DEVELOPMENT ABOVE.
 NEED SHORT TERM ACCOMMODATION
 COMMERCIAL OFFICE SPACE
 PROVIDE FLEXIBLE WORKING SPACES
 BRAND THE AREA - REBRAND
 SINGAPORE - ON HERITAGE + CHARM.

MARKER
 FUTURE
 AREAS FOR INVESTMENT
 SUNKEN
 OVERPASS
 CAR PARK
 NEXT TO
 TENNIS
 CLUB.
 TIME SQUARE
 PARKING.

Q2 Areas around train stations?

COMMENTS

NO ~~STREET~~
 DEV ON TOP OF SHOPS. @ SWANBOURNE
 BOWLS CLUB - UNDERUTILISED GOLF SPACE
 GET A MASTERPLAN FOR CLAREMONT PARK
 - AMPITHEATRE - CREATE FEATURE
 COUNCIL CHAMBERS SHOULD FACE PARK
 WITH A FEATURE.
 PROVIDE FOR PUBLIC TOILETS.
 BAY

Q3 Areas around local centres?

COMMENTS

LOCK STREET STATION PRECINCT.
 ENLARGE CLAREMONT SQUARE.

Q4 Are there any additional areas you think should be identified for residential or non-residential development?

COMMENTS

STOPPED INCREASES IN HEIGHT
 + DEV FORM TO TRANSITION.
~~UNIT~~
~~UNIT~~
 UNITY OF MATERIALS.

Q5 Do you wish to identify any principles for future planning?

COMMENTS

Wed 19/5

VISION WORKSHOP EXERCISE 1

VISION FOR MOVEMENT, LANDSCAPE/ PUBLIC REALM & ENVIRONMENT (30 MINS)

Table No. 1
MB

Discussion Questions: Given we need to provide strategies for certain themes in the LPS and PSP for the next 10 – 15 years where do you see...

Q1 Key movement network opportunities?

- COMMENTS
- Consider re-stating tram lanes (heritage) - water-taxi-opportunity. * more and about the ped. crossing to lower Stirling Street
 - Bayview - consider 2 way, to improve accessibility and activity
 - consider 'safety' concerns of residents which makes them use their car always.
 - Very poor vehicle access into centre.
 - Cycling dangerous around centre in particular | Roundabouts exaggerate safety concerns.
 - Time square parking underutilised.
 - Query: what to happen with parking that was north of rail line
 - + positive: parking always available in centre = v. important for support of retailers.

Q2 Key landscape/public realm (e.g. the streets) opportunities?

- COMMENTS
- Bayview toward - trees introduced 10 years ago have not grown as promised and obscure retail signage! big issue
 - Street lighting can be an issue in residential area.
 - Improved tree canopy along Stirling Hwy (ie. Singapore kind streets). massive improvement required needed to 'gate way' i.e. trees in Godsworthy (middle of road) are fantastic!
 - Public Artwork increase + improve

Q3 Key environmental opportunities?

- COMMENTS
- must use the right tree species - to match their location especially in streets.
 - Urban tree canopy is very important
 - Concern over native trees removed from Railway Parade
 - Protect Flora + Fauna attributes in Town - ie Lake Clarendon.
 - Diverse mix of trees in Town public spaces.

Q4 Key public open space (e.g. parks) opportunities?

- COMMENTS
- Mrs Harvey's park is great. great assets @ river front.
 - Patchet Park is really well used.
 - Heritage precinct of Roberts Park ✓ section

Q5 Do you wish to identify any principles for future planning?

- COMMENTS
- NB. Bayview too losing activity - "Dead" - potentially due to one way traffic.
 - NB. Stirling Hwy widening maybe an issue to encourage more private vehicle use.
 - Appropriate trees in Appropriate places.
 - Improve footpath quantity to improve connections and link to destinations - not widen existing footpaths just ie. walk trails

Sat 12/5



Est 1898

VISION WORKSHOP EXERCISE 2

VISION FOR LAND USE & BUILT FORM (30 MINS)

Table No. 1
MB

Discussion Questions: Given we need to provide strategies for certain themes in the LPS and PSP for the next 10 – 15 years, what do you see as the key land use and built form opportunities e.g. residential, office, alfresco, community facilities, retail, cultural, civic uses, within...

Q1 Claremont Town Centre?

COMMENTS

- Environment needs to be integrated / land use expectations
- Keep five green der east of Clarendon Q "HIP"
- Business redevelopment - retail below / residential above / parking below (redevelop)
- night time activity to be improved - but for mixed ages - not just youth
- student busy - ideal for development intensity
- Transit opportunities
- Adams opportunity

Q2 Areas around train stations?

COMMENTS

- support residential around train stations - height Swanbourne.
- increased traffic + car use an issue could still be

Q3 Areas around local centres?

COMMENTS

- Swanbourne village already has its character - ~~can~~ keep character. redevelop as a village with shops etc below (as per photo heritage example) 4 storey ok.

Q4 Are there any additional areas you think should be identified for residential or non-residential development?

COMMENTS

- no - focus on 'train + centres.

Q5 Do you wish to identify any principles for future planning?

COMMENTS

- ? markets in the centre. (community markets).
- ? consider business tax's supplements i.e. ... to encourage redevelopment.
- ? penalise landlords who leave tenements empty for a time investigate
- Development in TC - consider relieving parking demands as the cost may be impacting development
- Maintenance/cleaning public realm or private realm associated with the development.

Sat 22/5



VISION WORKSHOP EXERCISE 1

VISION FOR MOVEMENT, LANDSCAPE/ PUBLIC REALM & ENVIRONMENT (30 MINS)

Discussion Questions: Given we need to provide strategies for certain themes in the LPS and PSP for the next 10 – 15 years where do you see...

Q1 Key movement network opportunities?

- COMMENTS**
- Connection to neighboring LGAs
 - DEROT FOR TOURISTS
 - WALKABILITY TO BE EMPLOYED STUDENTS BEFORE/AFTER SCHOOL
 - BIKE NETWORK LINKS.
 - NOT JUST COMMUTERS, EXERCISE ALSO
 - SEPARATION OF PED/CYCLE.
 - FOR CHILDREN + PROFESSIONALS - SAFE OPTIONS - MORE
 - SAFETY USING TRAFFIC
 - SLOW SPEED OPTIONS BIKE PATH ON THE ROAD.
 - DRIVEWAY ROAD, ~~SEPARATE~~ USE AVENUE - ~~ESSENTIAL~~
 - CREATES SAFETY ISSUES + CONFLICTS
 - MAKE CONNECTIONS WEST TO SOUTH IS DISCONNECTED
 - Pedestrian underpass not in a desirable location
 - IMPROVE NORTH/SOUTH CONNECTION OVER TRAFFIC STATION - SAFER.
 - RAIL RUNNER ETV THE TOWN CENTRE
 - PEDESTRIAN FC VS BALANCE FOR COMMERCIAL
 - I-WAY FOR SA DUE TO CUT DOWN TRAFFIC WAY!
 - BAD PEDESTRIAN ENVIRONMENT
 - DELAY
 - STERILISE RD TO STIMULATE WALK TURN CLANK TOO SLOW.
 - TRAFFIC LIGHTS ~~EXIST~~ ON STERILISE HWY.
 - ROUNDABOUT. • IMPROVE UNDERWAYS

Q2 Key landscape/public realm (e.g. the streets) opportunities?

- COMMENTS**
- TREES
 - HEAVIER DENSITY
 - DECIDUOUS TREES TO OPEN CANOPY
 - BVT + SQ TREES ARE GOOD, WEST END NEEDS MORE
 - TRAFFIC CALMING ON SQ.
 - PUBLIC REALM SQ
 - BEATNEERS?
 - NOT PRESENT
 - GREENING
 - PLANTING
 - STREETCROSSING FOR STREETCROSSER
 - LIGHTING
 - LACK OF TREES ON NORTH OF TRAFFIC HWY.
 - TYPICAL SITE TO BE BEAUTIFIED.
 - CREATES ISSUES DUE TO SAFETY/HANG OUTS.
 - DIFFERENT TREATMENTS

Q3 Key environmental opportunities?

- COMMENTS**
- Soot near Shirley Hwy
 - INFEST ON ST. HWY.
 - CARBON CREDITS FOR MARIJUANA ET MARIJUANA ZONE ON SA.
 - Council supplied Recycle Depot.
- SUSTAINABILITY

Q4 Key public open space (e.g. parks) opportunities?

- COMMENTS**
- NORTH - EAST END OF LG UNDERUTILISED
 - MORE PROLEGERS FOR TRAMPOLINE (SKATE PARK etc).
 - WELL LIT.
 - TRAMPOLINE OPS ENV PDS + FC
 - USE TOL PARK FOR OPS FOR TEENS/STUDENTS

Q5 Do you wish to identify any principles for future planning?

- COMMENTS**
- BETTER PLACE FOR STUDENTS TO WALK/CYCLE.
 - SAFE CROSSINGS THROUGH THE TOWN
 - IMPROVE LIGHT ACCESS
 - TOWN OFFICES TO BE IN PSP PARTS

Sat 12/5

VISION WORKSHOP EXERCISE 2

VISION FOR LAND USE & BUILT FORM (30 MINS)

Discussion Questions: Given we need to provide strategies for certain themes in the LPS and PSP for the next 10 – 15 years, what do you see as the key land use and built form opportunities e.g. residential, office, alfresco, community facilities, retail, cultural, civic uses, within...

Q1 Claremont Town Centre?

COMMENTS

- VERY NARROW BOULEVARD
- OPPORTUNITIES FOR MICRO-BUSINESS, MORE PROMINENT TO TRAVEL.
- SIXTH AVENUE - OFFICE SPACE COULD BE
- LOOSING PERSONALITY DUE TO LARGE TOWNHOUSE TOWNHOUSES.
- BECOME A HUB FOR MICRO-BUSINESS
- URBAN F&B
- TEMPORARY PROVISIONS FOR THE TC, BOUNDARY?
- TEMPORARY BUSINESSES, ACTIVITY
- ENHANCE CAPACITY, FLEXIBILITY, INNOVATION
- MEANT MORE SOUTH BUT MORE URBAN.
- REVISED CONCEPTS.
- PARKING?
- FAMILY FRIENDLY
- THEATRE? CINEMA
- PARKING
- TOURISTS
- SEGMENT
- WALKS, HISTORY
- DESTINATION
- BOUTIQUE HOTEL / SHORT-TERM OPTIONS
- HEAD-END RETAIL
- CURRENTLY VERY ENCLOSED / INTERNAL
- KEEP IT BOUTIQUE; Heritage considerations
- HERITAGE 6? - RETAIL
- MARY ST.
- SCRATCH TO HANDS
- ADAPT, BUT DON'T LOSE THE FEEL

Q2 Areas around train stations?

COMMENTS

- MICRO ACTIVATION
- SHAMBURAN
- URBAN TRANSFORMER
- ACTIVATION
- Conflict in shed hours.
- LEXIA ST / ASTOR AVENUE

Q3 Areas around local centres?

COMMENTS

- ASTOR AVE
- MORE OPPORTUNITIES TO URBAN
- PARKING

Q4 Are there any additional areas you think should be identified for residential or non-residential development?

COMMENTS

- BOUNDARY OF TC
- REFLECT HISTORICAL OF THE HERITAGE, SENSITIVE APPROACH

Q5 Do you wish to identify any principles for future planning?

COMMENTS

- ENHANCE MICRO BUSINESS SCHE
- TEMPORARY SHORT-TERM MEASURES TO EMPLOY ACTIVITY
- CAT TYPE SERVICES FOR SCHOOL KIDS - CATER
- 24/7 EXPERIENCE (DAY/NIGHT)
- AFFORDABILITY?
- STRUCTURED HERITAGE
- PRESERVE ENV LINES
- ON BUT, KEEP HERITAGE
- OVERSIGHTING CONSIDERATIONS
- URBAN DEVELOPMENT TO BE BROKEN UP SO IT IS NOT MONOLITHIC
- ARCHITECTURALLY DESIGNED

AD

WOMENS

Shed

A

Crossovers allowed on roads with rear lane

Sat 22/5

VISION WORKSHOP EXERCISE 1

VISION FOR MOVEMENT, LANDSCAPE/ PUBLIC REALM & ENVIRONMENT (30 MINS)

Table No. ³
D

Discussion Questions: Given we need to provide strategies for certain themes in the LPS and PSP for the next 10 – 15 years where do you see...

Q1 Key movement network opportunities?

COMMENTS

PUBLIC TRANSPORT
ACROSS HIGHWAY -
NO HUNGAM SACKS RIGHT TURN
DON'T SUPPORT ANY MULTI LANES
AS IMPACT ON PEDESTRIAN
SUPPORT TUNNEL THROUGH WITH
LOCAL STREETS ABOVE.
ST QUENTINS ONE WAY EAST → WEST
IMPROVED DELIVERY TRUCKS TO CQ IN DOUBLE LANE
QUESTION OAKFIELD TWO WAY
DOUBLE SPEED IN ST QUENTIN / STOP SIGN & AVOID
WAY

Q2 Key landscape/public realm (e.g. the streets) opportunities?

COMMENTS

IMPROVE STREETSCAPE AMENITY
" " WALKABILITY
TAKE ADVANTAGE OF FRESHWATER PARADE
AS CONNECTOR FOR PEDESTRIANS / BIKE
- ENCORPORATE INTO BIKE PLAN
PEDESTRIAN UNDERPASS @ FRESHWATER
IMPROVE STATION - STATION QUICK STOP SHOP
- IMPROVE ACT

Q3 Key environmental opportunities?

COMMENTS

IMPROVE TREES IN ST QUENTIN
TREE SPECIES MASTER PLAN
PLANTER BOXES - INCREASE
PARTICULARLY
ST QUENTIN
VERTICAL GARDEN

Q4 Key public open space (e.g. parks) opportunities?

COMMENTS

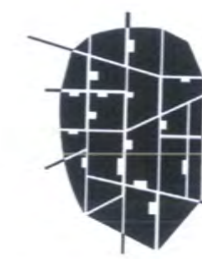
LOVE PARKS CONNECTION
BETWEEN RIVER
CLAREMONT PARKS
WORKS WELL - BIT MORE SEATING
GREAT FOR CONCERTS + SCHOOL
IMPROVE FORESHORE
NEW BOARDWALK WEST OF CHRISTCHURCH
TO PERRY GROVE
OR AT LEAST
ACCESS THROUGH

Q5 Do you wish to identify any principles for future planning?

COMMENTS

CINEMA
HOTEL - LUXURY "MEX"

Sat 22/5



Taylor
Burrell
Barnett

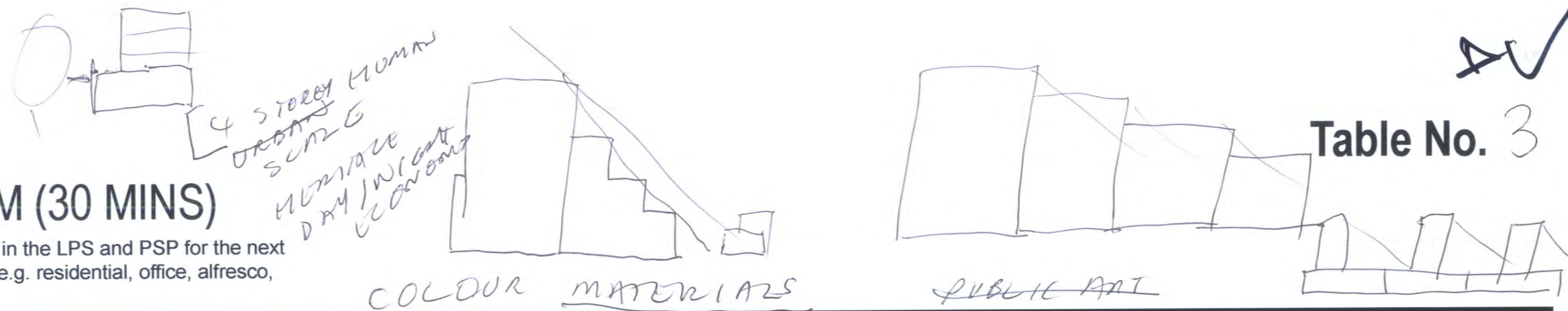


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CLAREMONT
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VISION WORKSHOP EXERCISE 2

VISION FOR LAND USE & BUILT FORM (30 MINS)

Discussion Questions: Given we need to provide strategies for certain themes in the LPS and PSP for the next 10 – 15 years, what do you see as the key land use and built form opportunities e.g. residential, office, alfresco, community facilities, retail, cultural, civic uses, within...



Q1 Claremont Town Centre?

COMMENTS

CAR CHARGE
PARKING
BAYS

MILD PLAY SPACES - ORANGE BOX
 - RUN AROUND SPACES
 PLANTING
 SETBACK STOREYS ABOVE HERITAGE
 SHOPS - RETAIN FACADES
 RETURN VERANDA POLES
 HIGHER DOISTY CUR COVRA/GUARD
 OLD BINNING MAINTAIN
 CONTROL OF HEIGHT - EXPECTATION TO BE DELIVERED WITHOUT VARIATION
 GROUND LEVEL APARTMENT GOOD INTERFACE
 PARKING OPEN
 INCREASE NIGHT TIME ACTIVITY
 EXTENDED TRADING HOURS
 BUILD OVER ST BARTHOLOMEW
 TO LINK WITH TYPIKA

Q4 Are there any additional areas you think should be identified for residential or non-residential development?

COMMENTS

BOWLING CLUB
 POLICE + CITIZEN ACTIVITY FOR YOUTH
 MULTI-GENERATIONAL YOUTH SPACE
 COFFEE SHOP @ CLAREMONT PARK

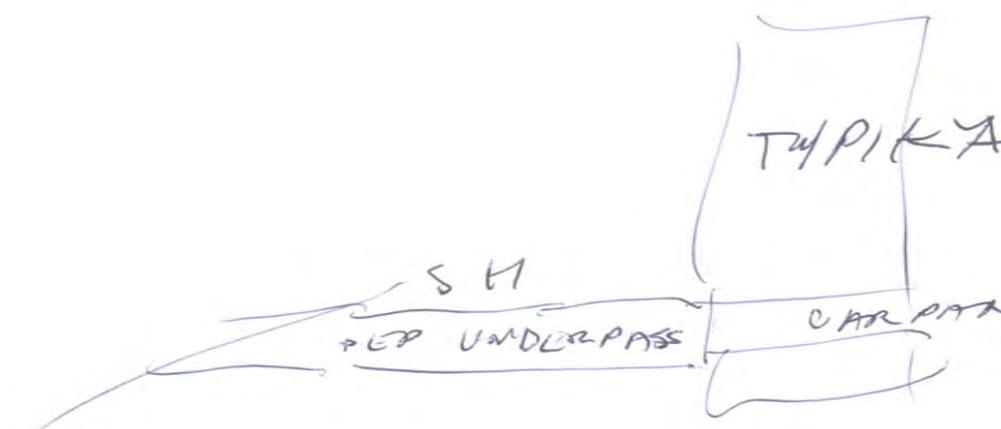
Q2 Areas around train stations?

COMMENTS

SOFT FACADE AT SUWANBOURNE -
 STEPPING UP HILL
 MAINTAIN TO RESPECT HERITAGE
 CONNECTION TO SOUTH SIDE

Q5 Do you wish to identify any principles for future planning?

COMMENTS



Q3 Areas around local centres?

COMMENTS

Sat 12/5



Taylor Burrell Barnett



AD



Karrakatta Cemetery

Sat 2/5

AD.

KOTT TCE

STIRLING RD

THE CEDUS

SHEMTON PL

Claremont
Lawn
Tennis Club

Rowe Par

STEVENS ST

TON ROAD

CLAREMONT

GUGERI STREET

CLAREMONT CR

GUGERI ST

LANGSHP GRD ST

VAUCLESTON VA

BARNFIELD RD

Claremont
Town Centre

DIVERS LINK

O'BEIRNE ST

BOVELL LANE

ST QUENTIN AV

CHURCH LANE

BAY VIEW TCE

WALT DRABBLE LANE

MAUDE JACKSON WAY

LEURAN

MARY ST

STIRLING HIGH

MOUNT ST

STIRLING RD

AVION WAY

STIRLING HIGHWAY

JOHN ST

DEAN ST

CHATSWORTH TCE

Town
Offices

SLATE
PARK

BERNARD ST

Claremont
Park

ING HIGHWAY

QUEEN

TER PDE

PARK LANE

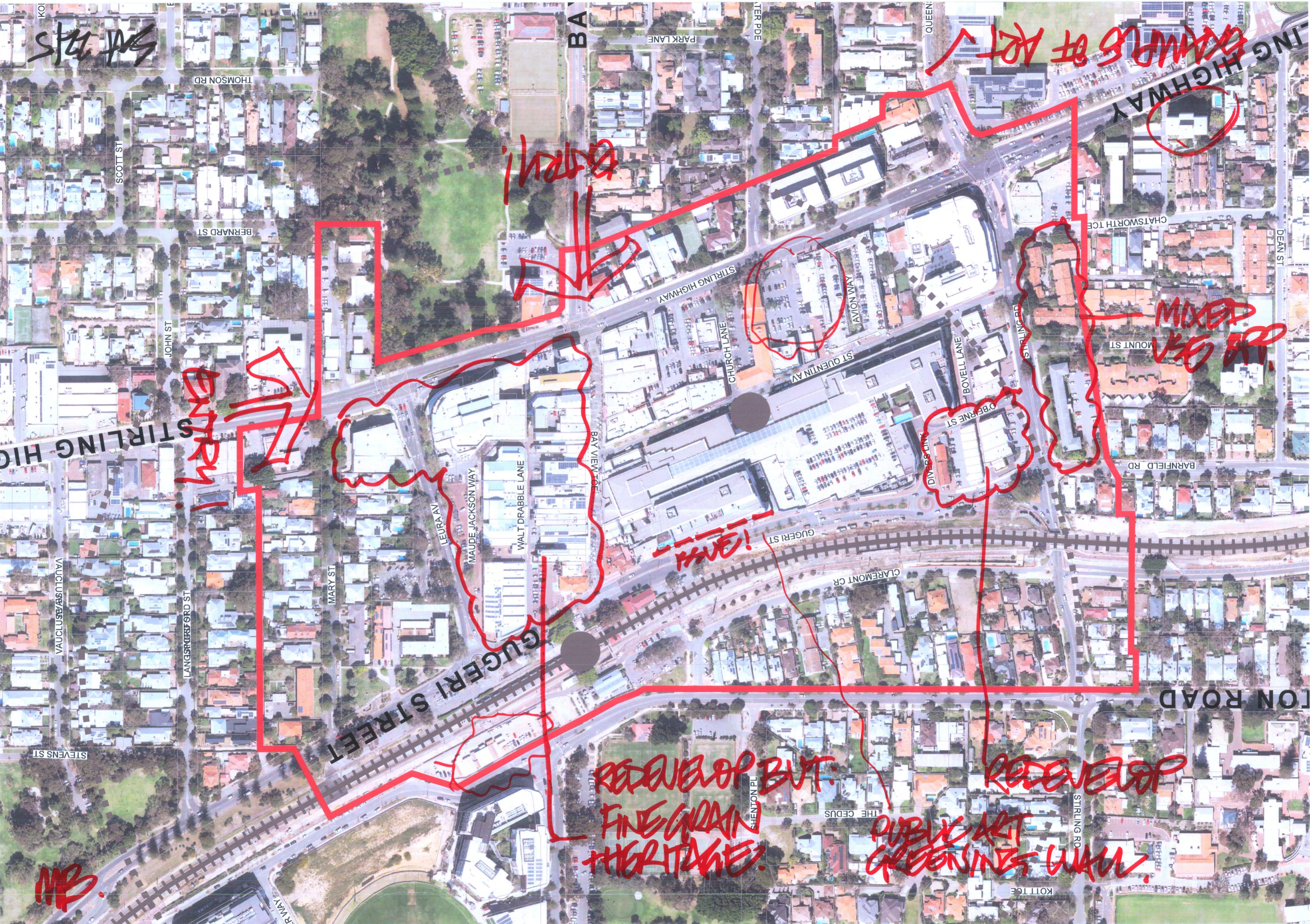
BA

Claremont
Bowling
Club

THOMSON RD

SCOTT ST

Sat 22/5



STIRLING

EXAMPLES OF ART

STIRLING!

MIXED USE ZONING

PAVE!

REDEVELOP BUT:
FINE GRAIN
HERITAGE!

REDEVELOP
PUBLIC ART
GREENING WALL

NB

SCOTT ST

THOMSON RD

BERNARD ST

JOHN ST

STIRLING HIGH

VAUCLUSE AV

LANGSCROFT ST

MARY ST

GUGERI STREET

LEURA AV

MAUDE JACKSON WAY

WALT DRABBLE LANE

BAY VIEW TCE

BA

PARK LANE

STERPDE

STIRLING HIGHWAY

CHURCH LANE

ST QUENTIN AV

AVION WAY

QUEEN

DIVERSTING

OBERNE ST

BOVELL LANE

STIRLING RD

CHATSWORTH TCE

MOUNT ST

BARNFIELD RD

DEAN ST

TION ROAD

SHENTON PL

THE CEDUS

STIRLING RD

KOTT TCE

APPENDIX E

Design Workshop Agenda



AGENDA

Town of Claremont Local Planning Strategy and Precinct Structure Plan Design Workshop Wednesday 16 June 2021

6:00pm	5 mins	Welcome
6:05pm	10 mins	Introduction <ul style="list-style-type: none"> • Project Overview and Timeline • Project Team Roles and Responsibilities • Workshop Purpose and Agenda • Planning Framework Background
6:15pm	15 mins	Outcomes Overview <ul style="list-style-type: none"> • Community Survey Outcomes • Vision Workshop Outcomes
6:30pm	30 mins	Exercise 1 – Town of Claremont LGA Scenario and Principles <ul style="list-style-type: none"> • Introduction • Scenario Plan Overview • Group discussion of Key Principles • Group discussion on guiding questions • Group feedback
7:00pm	120 mins	Exercise 2 – Town Centre Scenarios <ul style="list-style-type: none"> • Introduction • Comparison of Scenarios A & B for each Town Centre Area • Facilitated Group Area Discussions • Group feedback
9:00pm	5 mins	Wrap Up and Next Steps

AGENDA

Town of Claremont Local Planning Strategy and Precinct Structure Plan Design Workshop Saturday 19 June 2021

9:30am	5 mins	Welcome
9:35am	10 mins	Introduction <ul style="list-style-type: none"> • Project Overview and Timeline • Project Team Roles and Responsibilities • Workshop Purpose and Agenda • Planning Framework Background
9:45am	15 mins	Outcomes Overview <ul style="list-style-type: none"> • Community Survey Outcomes • Vision Workshop Outcomes
10:00am	30 mins	Exercise 1 – Town of Claremont LGA Scenario and Principles <ul style="list-style-type: none"> • Introduction • Scenario Plan Overview • Group discussion of Key Principles • Group discussion on guiding questions • Group feedback
10:30am	120 mins	Exercise 2 – Town Centre Scenarios <ul style="list-style-type: none"> • Introduction • Comparison of Scenarios A & B for each Town Centre Area • Facilitated Group Area Discussions • Group feedback
12:30pm	5 mins	Wrap Up and Next Steps


APPENDIX F

Design Workshop Powerpoint




Town of Claremont Local Planning Strategy and Town Centre Precinct Structure Plan

Design Workshop



Date: Wednesday 16 June 2021 6pm To 9pm
Saturday 19 June 2021 9:30am To 12:30am
Presented By: TBB




Welcome and Introductions

We'd like to begin by acknowledging the Traditional Owners of the land on which we meet today, the Whadjuk people of the Noongar nation and pay our respects to Elders past, present and emerging.


Welcome and Introductions

- **Town of Claremont** – David Vinicombe
- **Taylor Burrell Barnett** – Karen Hyde and Mark Bancroft



Project Overview

- Local Planning Strategy provides a vision for the local government area over the next 10- 15 years.
- A Precinct Structure Plan to guide development within the Claremont Town Centre
- Underpinned by technical studies and community feedback



Project Team Roles and Responsibilities

- **Town of Claremont** – Client
- **Taylor Burrell Barnett** – Town Planning, Urban Design & Community Engagement
- **EPCAD** – Landscape Architecture
- **Urbaqua** – Environment
- **JDSI** – Engineering & Infrastructure
- **Malcolm MacKay** – Architecture
- **Pracsys** – Economy and Land Use Analysis
- **Cardno** – Traffic and Transport
- **David Lanfear** – Community Facilities and Open Space

Workshop Purpose and Agenda

1. Introduction to the Project and background information (15 mins)
2. Overview of What We've Learnt From the Community So Far (15 mins)
3. Workshop Exercise 1 – Town of Claremont Local Government Area Scenario and draft Design Principles (30 mins)
4. Workshop Exercise 2 – Claremont Town Centre Scenarios World Café (120 mins)
5. Next steps / program / future engagement (5 mins)

Planning Framework

What are a Local Planning Strategy and Precinct Structure Plan and why do we need them?



Project Overview



Community Survey Outcomes

Affordability

- Perception that **businesses are expensive** and cater to a high-end market
- Identified that **vacancy rates** and **rental prices** are too high

Built Form

- Strong desire to **protect heritage character** and historic fabric
- Opposition** to high rise and high density development in residential areas

Community

- Appreciation for the Town's **friendly, respectful and progressive** community
- Value transparent and inclusive **decision making**

Community Survey Outcomes

Land Use

- Demand for **diverse hospitality and entertainment** venues e.g. small bars, restaurants, cafes and outdoor dining experiences
- Demand for **community services**, grocers and discount goods store

Movement Network

- Identified the Town as **well connected**, convenient and walkable
- Requests to address **traffic congestion along Stirling Hwy**
- Perception that existing **parking may be sufficient**, but slow and difficult to access

Public Realm

- Commended the **leafy green, well maintained** open spaces and facilities
- Requests for **improved street lighting, seating and shade**

Vision Workshop Outcomes

Movement Network

Mode of Transport	Feedback
Vehicles	<ul style="list-style-type: none"> Traffic congestion is bad, with poor access to the Town Centre Vehicles 'rat run' through local streets Sufficient parking around the Town Centre
Pedestrians	<ul style="list-style-type: none"> Pedestrian priority needed in Town Centre (St Quentin Ave and Bay View Terrace) Town is walkable but could be improved with improvements to safety, signage, paths and shade canopy Pedestrian connectivity needs to be addressed to key locations (Town Centre, Lake Claremont etc.) and across Stirling Highway and Gugerri Street
Cyclists	<ul style="list-style-type: none"> Safety concerns for cycling in whole LGA, particularly Town Centre Improve bike network for full range of users (recreation, exercise, commuting) East-west links are good, north-south need to be improved
Public Transport	<ul style="list-style-type: none"> Train Station isn't functional or safe and has inadequate link to Town Centre Bus movement contributes to traffic issues based on the location of stops and lack of embayments

Vision Workshop Outcomes

Landscape/Public Realm/Environment

Theme	Feedback
Landscape	<ul style="list-style-type: none"> A green canopy and better green space connection is supported Trees and planting should use native planting The whole Town should undergo significant greening with value placed on the retention of existing trees.
Public Realm	<ul style="list-style-type: none"> Claremont lacks continuity in the streetscape and public realm which should be addressed by drawing on the character and heritage of the Town. The public realm of Bay View Terrace is considered the key to the success of the Town but needs to be supported by better public realm in St Quentin Avenue More public art opportunities would contribute to better public realm outcomes
Environment	<ul style="list-style-type: none"> Future planning, development and growth need to consider and address sustainability at all scales (individual actions, developments, Town activities, public realm etc.) Connection between the river and native vegetation should be a priority Developments and planning should consider water sensitive urban design Sustainability, waste management and climate change need to be addressed

Vision Workshop Outcomes
Public Open Space

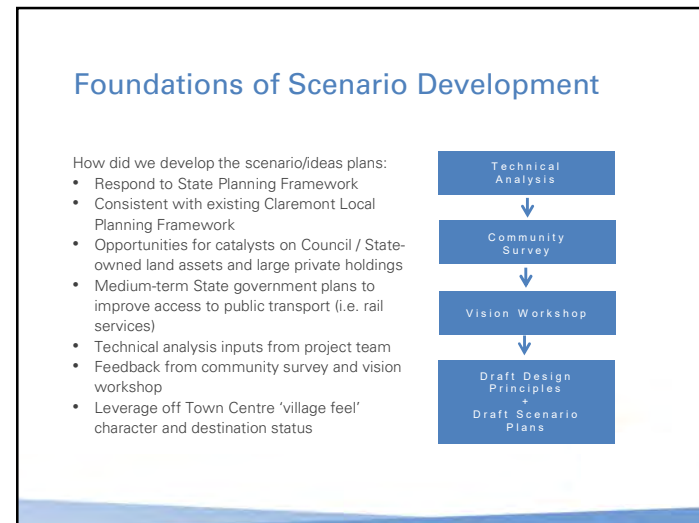
Public Open Space	Feedback
Park	<ul style="list-style-type: none"> • Good supply of public open space that needs to be protected • The tranquility and natural qualities of the public open space need to be respected and protected • Lake Claremont has areas of underutilisation
Plazas/Urban Spaces	<ul style="list-style-type: none"> • When redevelopment occurs, sites should provide small but useable public space with the development • The 'town square' is a missed opportunity to create a quality public space
User Groups	<ul style="list-style-type: none"> • More activation around the foreshore and Lake Claremont will allow residents to better access and enjoy the environment within the Town • Public open space design needs to ensure an inclusive space which provides amenity and activity for all • Opportunities for teenagers within the public open space are limited and should be addressed

Vision Workshop Outcomes
Built Form/Land Use

Location	Feedback
Claremont Town Centre	<ul style="list-style-type: none"> • The Bunnings site and the Typika site are key redevelopment opportunities • Support more activation particularly to ensure night time activity (cafes/restaurants/small bars etc.) • Bay View Terrace South should be the primary focus for improved activation • Diversity of land uses are required to improve the amenity and activity within Claremont. • Office use and support for small business to be facilitated • Higher density development should be primarily contained within the Town Centre • Limit redevelopment in Mary Street are to ensure the heritage values are retained.

Vision Workshop Outcomes
Built Form/Land Use

Location	Feedback
Around Train Stations	<ul style="list-style-type: none"> • Train Station access is problematic • Loch Street and Swanbourne stations to include higher density housing • Broader mix of uses around the train stations Areas around train stations are lacking activation • Materiality should respect surrounding heritage.
Around Local Centres	<ul style="list-style-type: none"> • Aged care development considered near local centres (Swanbourne, Loch Street, Ashton Avenue) • Ashton Avenue appropriate development to 3-4 storeys • Keep character of Swanbourne Village and redevelop as a village with shops etc below
Other	<ul style="list-style-type: none"> • A multi-generational youth space is required • Reflect the aesthetic of the heritage • Claremont Showgrounds needs to be considered



Exercise 1 – Town of Claremont Scenario

Exercise Overview

- 5 minute overview + 20 minutes discussion time + 5 minutes of feedback
- Review of draft design principles
- Introduction of Town of Claremont LGA Wide Scenario
- Background of things to consider
- 20 minutes of facilitated discussion
- Groups to provide feedback from discussions

Exercise 1 – Town of Claremont Scenario

Claremont Design Principles

Responding to Community engagement and vision setting:

- **Protect** and celebrate **environmental** and **public parkland assets**



Exercise 1 – Town of Claremont Scenario

- Maintain and **enhance 'village feel' character** for Claremont Town



Exercise 1 – Town of Claremont Scenario

- Provide **safe and pleasant pedestrian** connections to key destinations
- Achieve **convenient** and **safe pedestrian** passage over Stirling highway and train line



Exercise 1 – Town of Claremont Scenario

Discussion Questions

1. Do you agree with the key principles? Are there any suggestions/alterations you would make?
2. The distribution of land uses prioritises activity in the town centre with limited activity in the other local centres at stations and other transport corridors to protect existing residential character and heritage. Do you have any comments on this approach?
3. The environmental and landscape characteristics are enhanced through additional green street connections. Do you have any comments on this approach?
4. Enhancement of the key movement network connections for vehicles, cyclists and pedestrians have been identified. Do you agree with their location?

Exercise 1 – Town of Claremont Scenario

Feedback Session

Group spokesperson to share outcomes of table discussions with all attendees

- Key points

Exercise 2 – Claremont Town Centre Draft Scenarios/Ideas Plans

Exercise Overview

- 20 minute overview + 90 minutes world café + 10 minutes of feedback
- Introduction of Claremont Town Centre draft scenarios/ideas plans across 6 areas
 - Character Statement and Guiding Imagery
 - Explanation of Scenario/Ideas Plans
- 90 minutes of facilitated discussion – 3 x 30 minute discussions, facilitators to rotate around tables
- Facilitators to provide feedback from each area


Exercise 2 – Claremont Town Centre Scenario Areas



Exercise 2 – Claremont Town Centre Scenarios

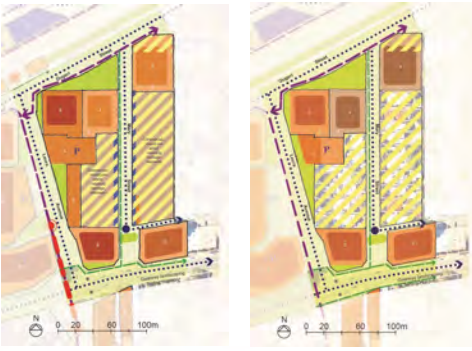
AREA 1: MARY STREET AND EAST OF LEURA AVENUE

Protection of established heritage homes and properties in landscaped setting on the fringe of the Town Centre with some opportunities for revitalisation near the Train Station and Stirling Highway to be sensitively integrated.



Exercise 2 – Claremont Town Centre Scenarios

AREA 1: MARY STREET AND EAST OF LEURA AVENUE

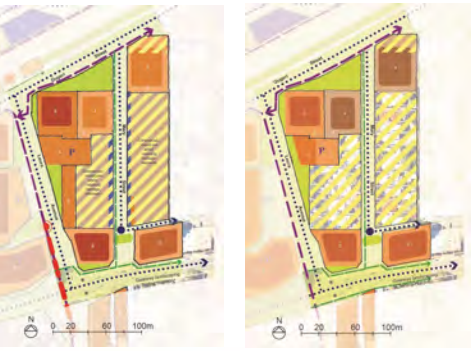


1. Development height and intensity along Gugeri Street
2. Height and intensity in relation to/proximity to the Train Station
3. Rear of property development at interface with Leura Avenue
4. Development on 'Adairs' site
5. Rear access to properties on Mary Street (east)

Scenario A Scenario B

Exercise 2 – Claremont Town Centre Scenarios

AREA 1: MARY STREET AND EAST OF LEURA AVENUE




6. Mature tree retention along Leura Avenue and Mary Street
7. Building heights consistent with Stirling Highway LDP and Scheme Amendment 138
8. Mary Street heritage and character retention, interface sensitivity considerations
9. Separating heritage lot access from residential lot access

Scenario A Scenario B

Exercise 2 – Claremont Town Centre Scenarios

AREA 2: SOUTH OF STIRLING HIGHWAY


Capitalising on proximity to Stirling Highway public transport and comfortable access to the Town Centre; with diverse residential typologies and revitalized community uses and parks.




Exercise 2 – Claremont Town Centre Scenarios

AREA 2: SOUTH OF STIRLING HIGHWAY

Scenario A



Scenario B




1. Building heights consistent with Stirling Highway LDP
2. Building height transition within lot
3. Community node near Town of Claremont Administration buildings
4. Improvements to Stirling Highway crossings and median strip
5. Gateway landscape opportunities

Exercise 2 – Claremont Town Centre Scenarios

AREA 3: WEST OF STIRLING ROAD


A mixed use and residential gateway to the Town Centre; blending sensitively with established surroundings and enhanced with a landscaped setting and green links to Lake Claremont and the Swan River




Exercise 2 – Claremont Town Centre Scenarios

AREA 3: WEST OF STIRLING ROAD

Scenario A



Scenario B




1. Building heights along Stirling Highway consistent with LDP
2. Long term development along Stirling Road
3. Key pedestrian/cycle route along Stirling Road
4. Green edges/street trees along Stirling Road
5. Enhance key connection under railway
6. Building height transition within the lot

Exercise 2 – Claremont Town Centre Scenarios

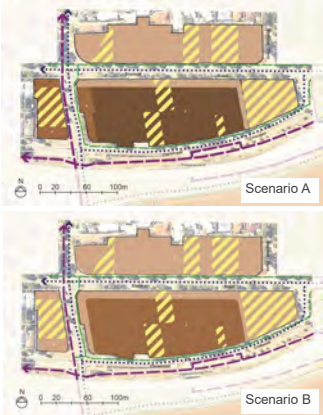
AREA 4: NORTH OF RAILWAY AND INTERFACE WITH STIRLING ROAD

Northern setting for the Town Centre which retains the heritage characteristics; connects with the Town Centre and to the train station; and transitions appropriately to the surrounding area.



Exercise 2 – Claremont Town Centre Scenarios

AREA 4: NORTH OF RAILWAY AND INTERFACE WITH STIRLING ROAD




1. Entrance for the Town Centre
2. Height and intensity in relation to/proximity to the Town Centre
3. Height transition within the lot
4. Retention of heritage homes/properties - important interface sensitivity
5. Enhance key connection under railway
6. Opportunity to take pressure off Town Centre with development of old dwelling stock for medium density housing diversity

Exercise 2 – Claremont Town Centre Scenarios

AREA 5: EAST OF BAY VIEW TERRACE AND AROUND CLAREMONT TRAIN STATION


An eclectic mix of heritage elements and fine grain land uses supported by an exciting network of laneways creating a unique 'village feel' characteristic in the Centre.



Exercise 2 – Claremont Town Centre Scenarios

AREA 5: EAST OF BAY VIEW TERRACE AND AROUND CLAREMONT TRAIN STATION


An eclectic mix of heritage elements and fine grain land uses supported by an exciting network of laneways creating a unique 'village feel' characteristic in the Centre.



Exercise 2 – Claremont Town Centre Scenarios

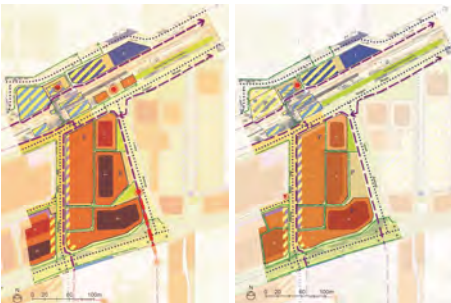
AREA 5: EAST OF BAY VIEW TERRACE AND AROUND CLAREMONT TRAIN STATION

An eclectic mix of heritage elements and fine grain land uses supported by an exciting network of laneways creating a unique 'village feel' characteristic in the Centre.



Exercise 2 – Claremont Town Centre Scenarios

AREA 5: EAST OF BAY VIEW TERRACE AND AROUND CLAREMONT TRAIN STATION

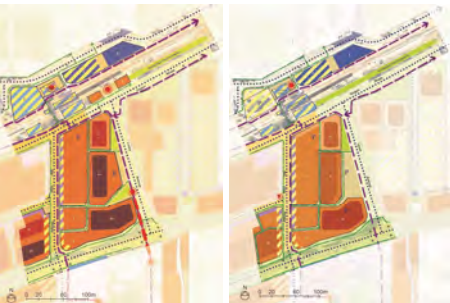


1. Height consistent with Claremont North East Precinct Design Guidelines
2. Railway crossing
3. Goods Shed cultural facility expansion
4. Landmark development on corner of Leura Ave and Stirling Highway

Scenario A Scenario B

Exercise 2 – Claremont Town Centre Scenarios

AREA 5: EAST OF BAY VIEW TERRACE AND AROUND CLAREMONT TRAIN STATION



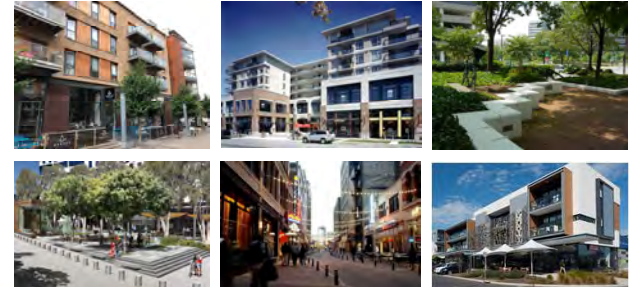
5. Opportunities to extend laneway network
6. Fine grain laneway character and active frontages to lanes
7. Promote active frontage along Bay View Terrace with heritage retention and upper level setback
8. Crossing of Stirling Highway and linkages to Train Station and Claremont Oval

Scenario A Scenario B

Exercise 2 – Claremont Town Centre Scenarios

AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER


The vibrant and active town centre with a diversity of land uses that supports a day and night economy with opportunities to enhance community spaces and pedestrian comfort with a strengthened landscape/public realm



Exercise 2 – Claremont Town Centre Scenarios

AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER

The vibrant and active town centre with a diversity of land uses that supports a day and night economy with opportunities to enhance community spaces and pedestrian comfort with a strengthened landscape/public realm

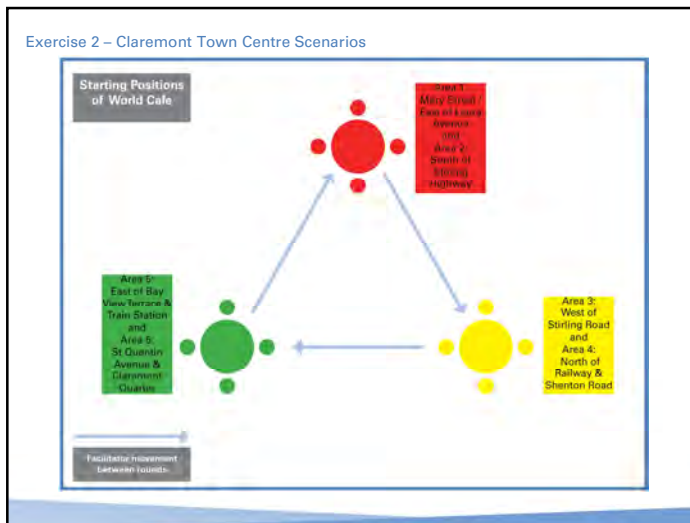


Exercise 2 – Claremont Town Centre Scenarios
 AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER

1. Enhancement/extension of Town Square concept across St Quentin Avenue
2. Increase/enhance pedestrian comfort
3. Activated building edges
4. Development intensity on corner of Stirling Highway and Bay View Terrace
5. 'Typika' and adjacent site development opportunities i.e. mixed use community/civic hub/residential
6. Growth opportunity areas, to rationalise servicing
7. Opportunity for development above streets to link key land uses. Opportunities for Cinema and Hotels

Exercise 2 – Claremont Town Centre Scenarios
 AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER

8. Development intensity east of 'Typika' site
9. Laneways and colonnades along road frontages.
10. Crossing of Stirling Highway and linkages to the Train Station
11. Green edges/street trees along Stirling Road and Guger Street
12. Activate northern interface of Claremont Quarter to Bus Station and Guger Street
13. Opportunities for street furniture and incidental places to linger



Exercise 2 – Claremont Town Centre Scenarios

What you'll be doing at your table

For all 6 areas you will be able to:

1. Comment on the character statement for the area
2. Montage of images can be marked up
3. Provide comment and mark up scenario plans excerpts specifically on the points of difference between the two plans to help us understand points of view/preferences.

Facilitator to capture notes and help you provide your feedback

Exercise 2 – Claremont Town Centre Scenarios

Feedback Session
Group spokesperson to share outcomes of table discussions with all attendees

- Key points

Workshop Close

- Next Steps
 - Project Team to consider design workshop outcomes and prepare reports to support LPS and PSP
 - Preparation of Draft LSP and PSP in Mid-Late 2021
 - Draft LSP and PSP advertised in Early 2022, open for submissions and community open day
- Thanks and Close

THANK YOU

We shape exceptional places where communities prosper and people belong.

Contact: Karen Hyde

- ☎ 08 9226 4276
- ✉ karen@tbplanning.com.au
- 🌐 taylorburrellbarnett.com.au



APPENDIX G

Design Workshop Character Statement and Vision Imagery



AREA 1: MARY STREET / EAST OF LEURA AVENUE CHARACTER STATEMENT

Characterised by established heritage homes and properties in landscaped setting on the fringe of the Town Centre with opportunities for revitalisation near the Train Station and Stirling Highway to be sensitively integrated.



4 storey residential development in landscaped setting



3 storey residential development in landscaped setting



3 storey residential development retaining mature trees



Repurposed heritage building integrated with new 4 storey development



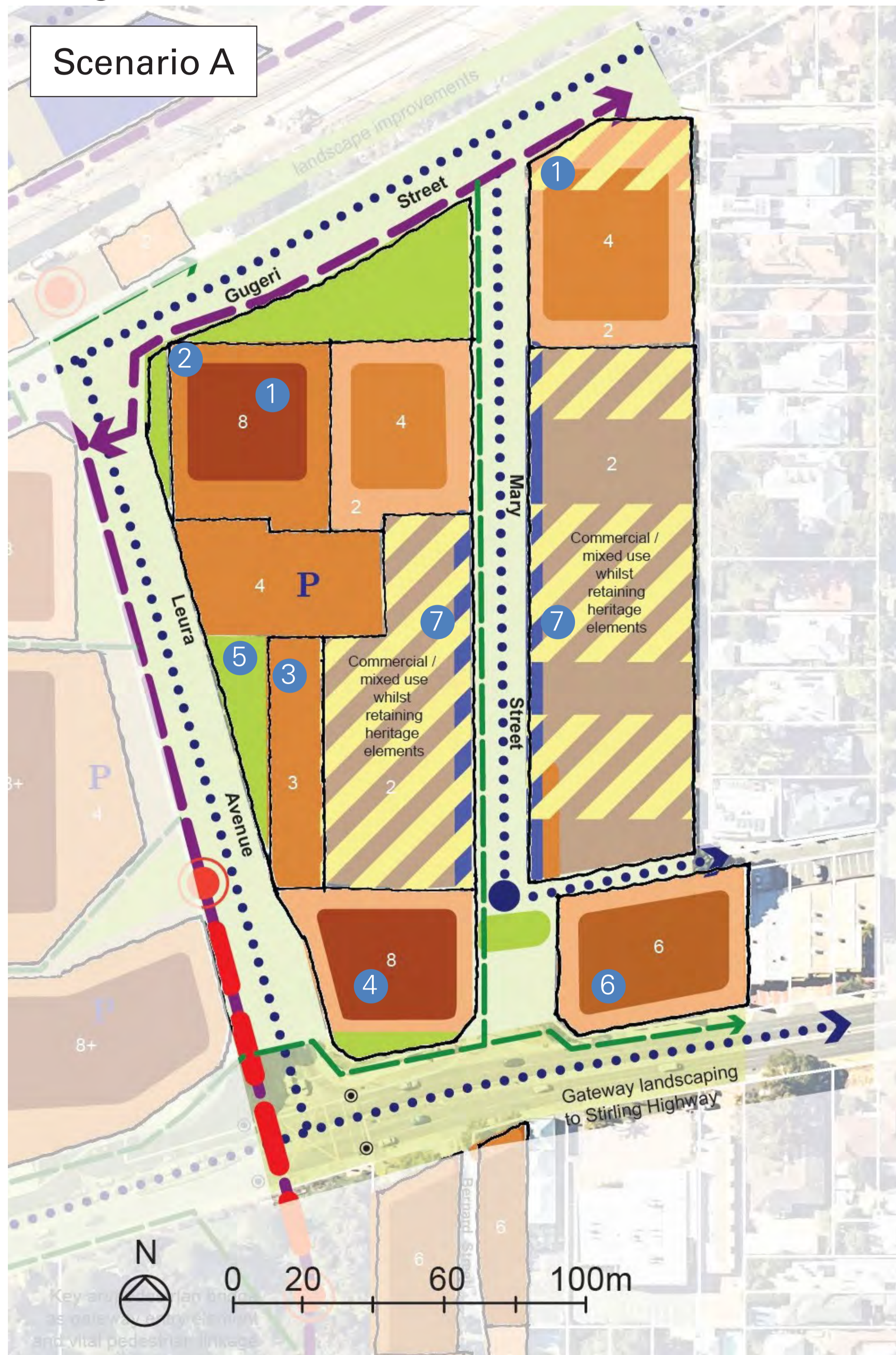
8 storey mixed use building on landmark corner site in landscaped setting



3 storey mixed use building with active frontage on corner site

AREA 1: MARY STREET / EAST OF LEURA AVENUE CHARACTER STATEMENT

Characterised by established heritage homes and properties in landscaped setting on the fringe of the Town Centre with opportunities for revitalisation near the Train Station and Stirling Highway to be sensitively integrated.



- 1 Considerations for development height and intensity along Gugeri St
- 2 Considerations for height and intensity in relation to/proximity to the Train Station
- 3 Consider rear of property development at interface with Leura Ave
- 4 Opportunity for significant corner development on 'Adairs' site
- 5 Preferences for mature tree retention along Leura Ave
- 6 Building heights along Stirling Highway consistent with LDP
- 7 Mary St heritage and character homes/properties, retention/no change to current/important interface sensitivity considerations

AREA 2: SOUTH OF STIRLING HIGHWAY CHARACTER STATEMENT

Capitalising on proximity to Stirling Highway public transport and comfortable access to the Town Centre; with diverse residential typologies and revitalized community uses and parks.



5 storey mixed use development with upper-level set back and active ground plane



6 storey residential development with corner architectural treatment



2/3 storey residential development transitioning height down to established dwellings



Urban corridor with landscaped central median refuge for pedestrians



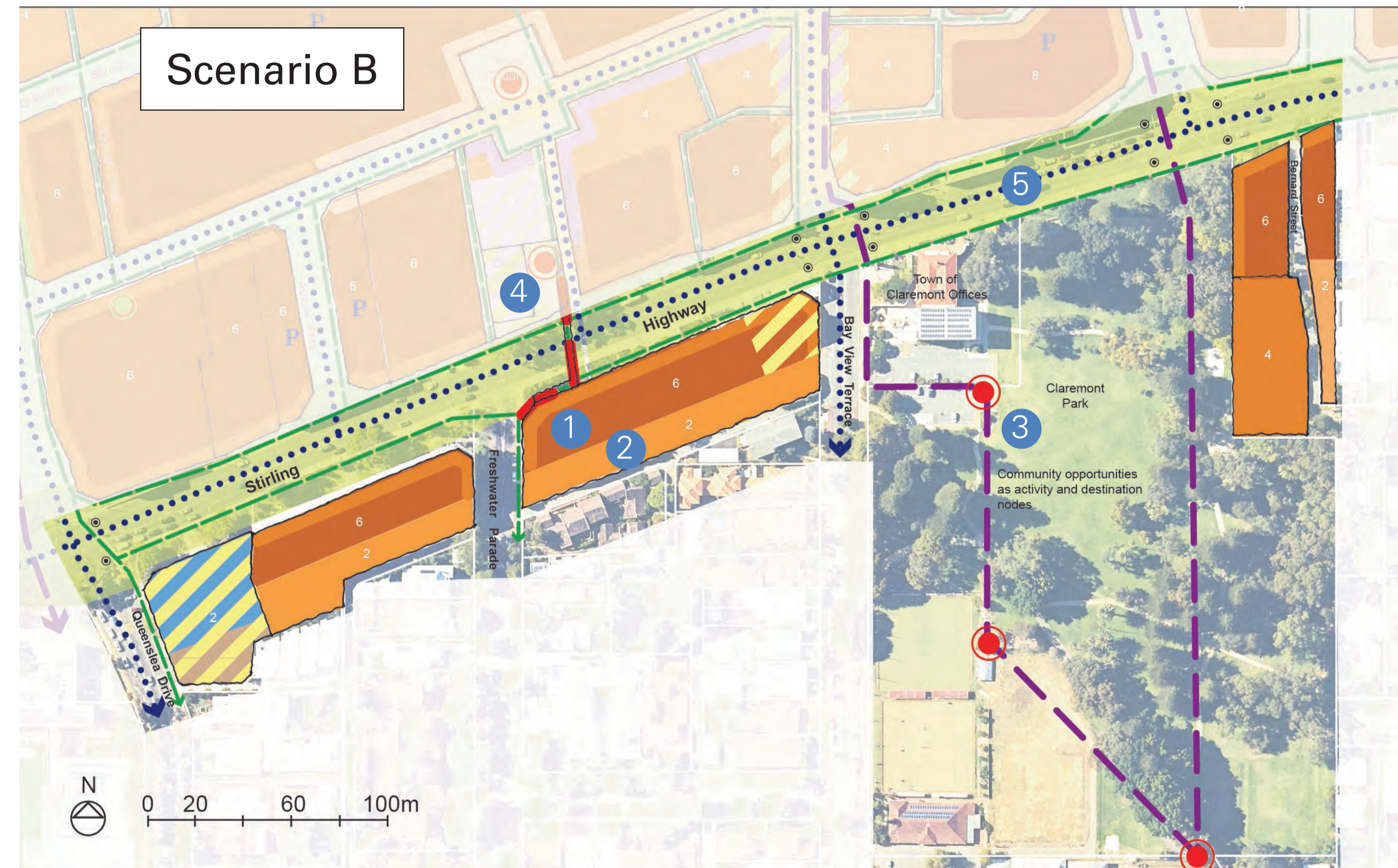
Café /restaurant with passive surveillance of community park



Community hub/cafe in park setting

AREA 2: SOUTH OF STIRLING HIGHWAY CHARACTER STATEMENT

Capitalising on proximity to Stirling Highway public transport and comfortable access to the Town Centre; with diverse residential typologies and revitalized community uses and parks.



- ① Building heights along Stirling Highway consistent with LDP
- ② Building height transition within the lot - example for consideration
- ③ Opportunity for community node near Town of Claremont Administration buildings
- ④ Various opportunities and locations for potential improvements to Stirling Highway pedestrian and cycle crossings (bridge, at grade, median refuge, various locations)
- ⑤ Gateway landscape opportunities

AREA 3: WEST OF STIRLING ROAD CHARACTER STATEMENT

A mixed use and residential gateway to the Town Centre; blending sensitively with established surroundings and enhanced with a landscaped setting and green links to Lake Claremont and the Swan River



8 storey corner development as landmark entry statement on urban corridor



3 storey town houses in landscaped setting fronting public realm



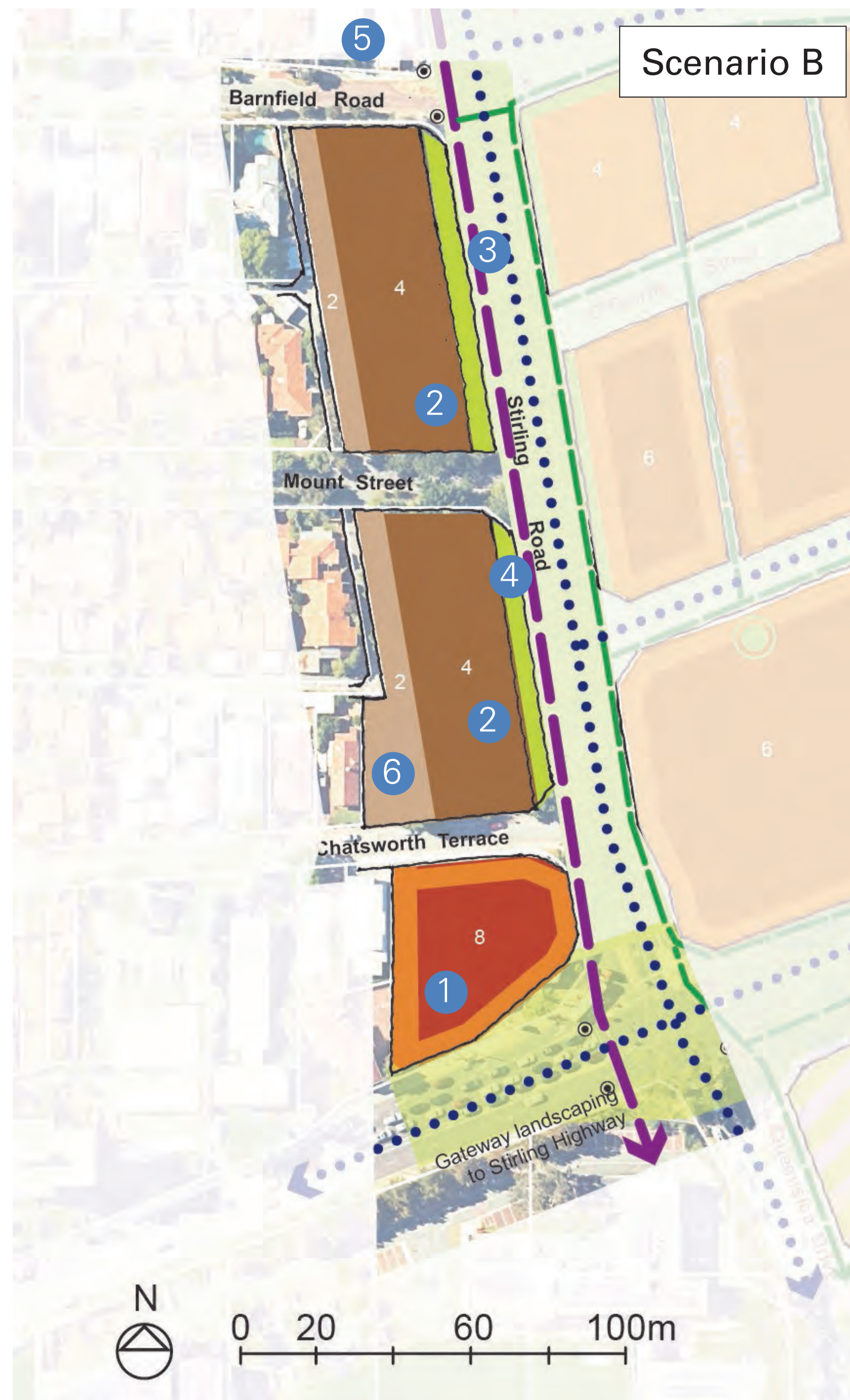
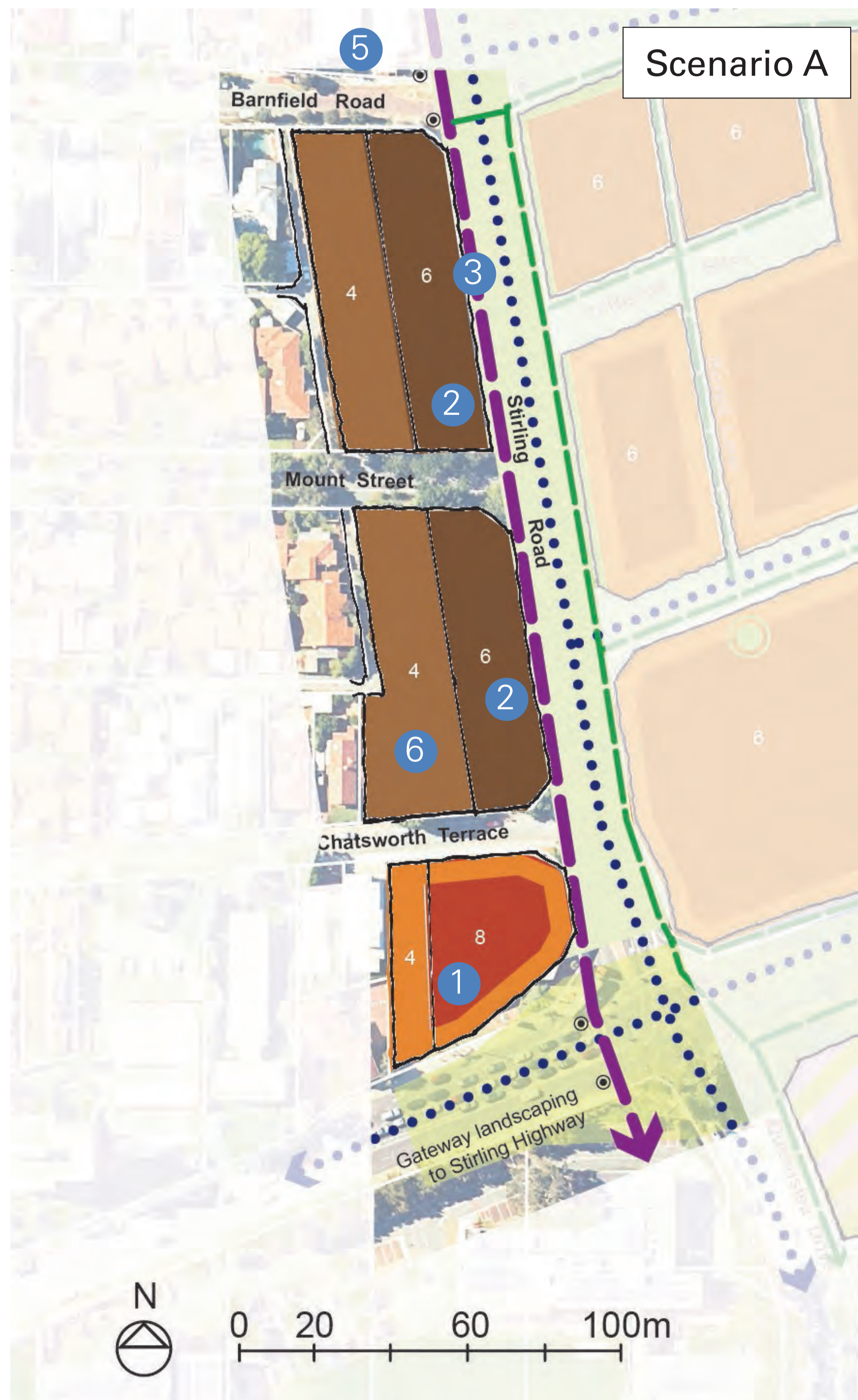
6 storey residential development with height transition to 2 storeys on rear laneway



2 storey town houses in landscape setting fronting public realm

AREA 3: WEST OF STIRLING ROAD CHARACTER STATEMENT

A mixed use and residential gateway to the Town Centre; blending sensitively with established surroundings and enhanced with a landscaped setting and green links to Lake Claremont and the Swan River



- ① Building heights along Stirling Highway consistent with LDP
- ② Potential for long term development along Stirling Road
- ③ Opportunity for key pedestrian/ cycle route along Stirling Road
- ④ Opportunity for green edges/ street trees along Stirling Road to enhance shade shelter/ ambience
- ⑤ Key connection under railway enhancement opportunity
- ⑥ Building height transition within the lot

AREA 4: NORTH OF RAILWAY AND INTERFACE WITH STATION ROAD CHARACTER STATEMENT

Northern setting for the Town Centre which retains the heritage characteristics; connects with the Town Centre and to the train station; and transitions appropriately to the surrounding area.



2/3 storey apartments in traditional town house style



5 storey residential development retaining mature trees and 'human scale' to street



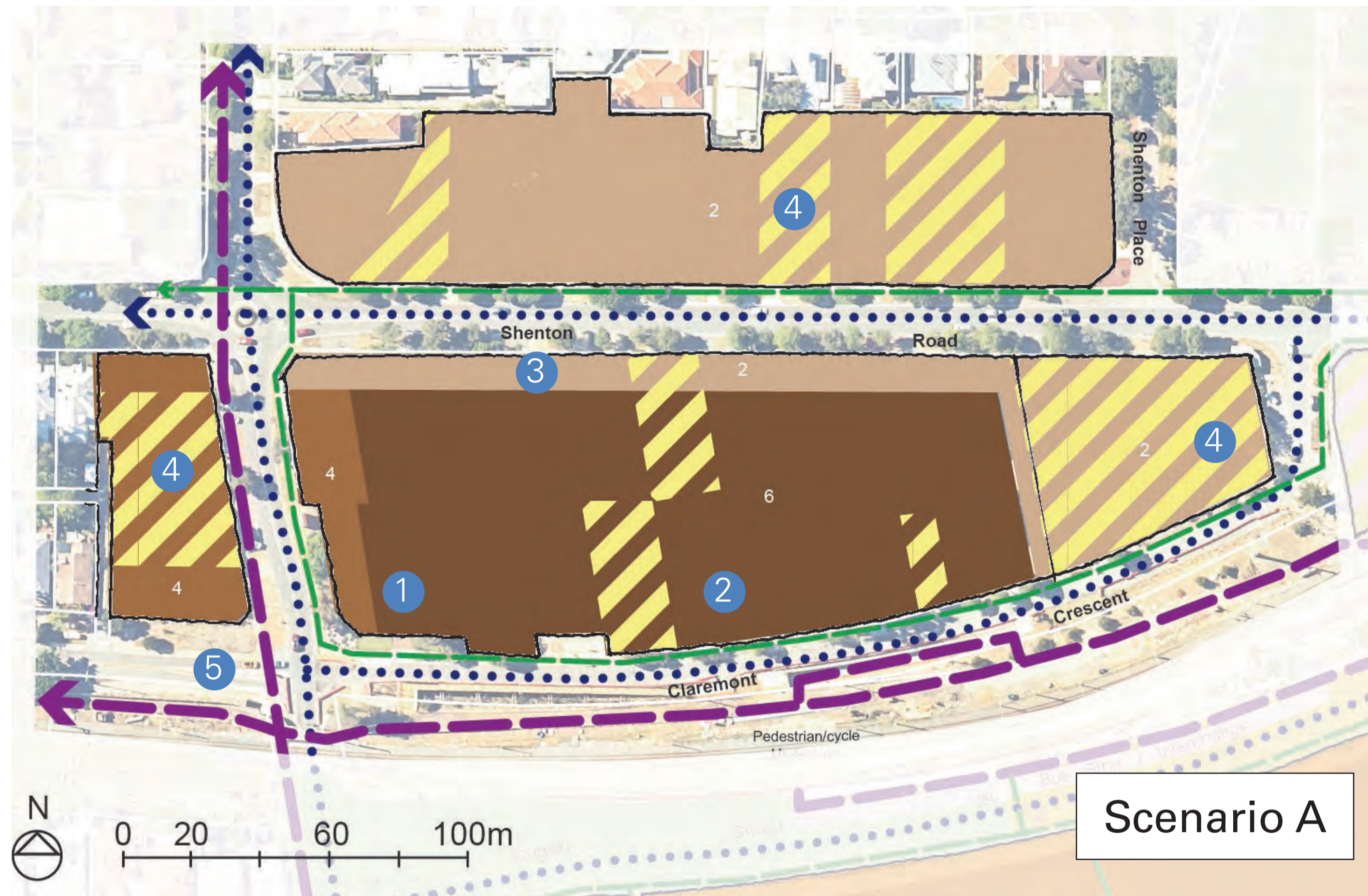
6 storey mixed use development with corner activation



3 storey contemporary town houses with parking to rear

AREA 4: NORTH OF RAILWAY AND INTERFACE WITH STATION ROAD CHARACTER STATEMENT

Northern setting for the Town Centre which retains the heritage characteristics; connects with the Town Centre and to the train station; and transitions appropriately to the surrounding area.



- 1 Creates a potential setting/entrance for the Town Centre
- 2 Options for height and intensity in relation to/proximity to the Town Centre
- 3 Height transition within the lot at interface with Shenton Road and consideration of two storey development opposite/north of Shenton Road
- 4 Retention of heritage homes/properties/ important interface sensitivity considerations
- 5 Key connection under railway enhancement opportunity

AREA 5: EAST OF BAY VIEW TERRACE AND AROUND CLAREMONT TRAIN STATION CHARACTER STATEMENT

An eclectic mix of heritage elements and fine grain land uses supported by an exciting network of laneways creating a unique 'village feel' characteristic in the Centre.



Small urban spaces for community gatherings/entertainment



Landscaped mixed use laneways



Active mixed-use laneway with multiple options for movement network



Heritage shopfronts integrated with new 6 storey commercial development

AREA 5: EAST OF BAY VIEW TERRACE AND AROUND CLAREMONT TRAIN STATION CHARACTER STATEMENT

An eclectic mix of heritage elements and fine grain land uses supported by an exciting network of laneways creating a unique 'village feel' characteristic in the Centre.



5 storey residential development in landscaped setting



Repurposed heritage café with new 3 storey residential development



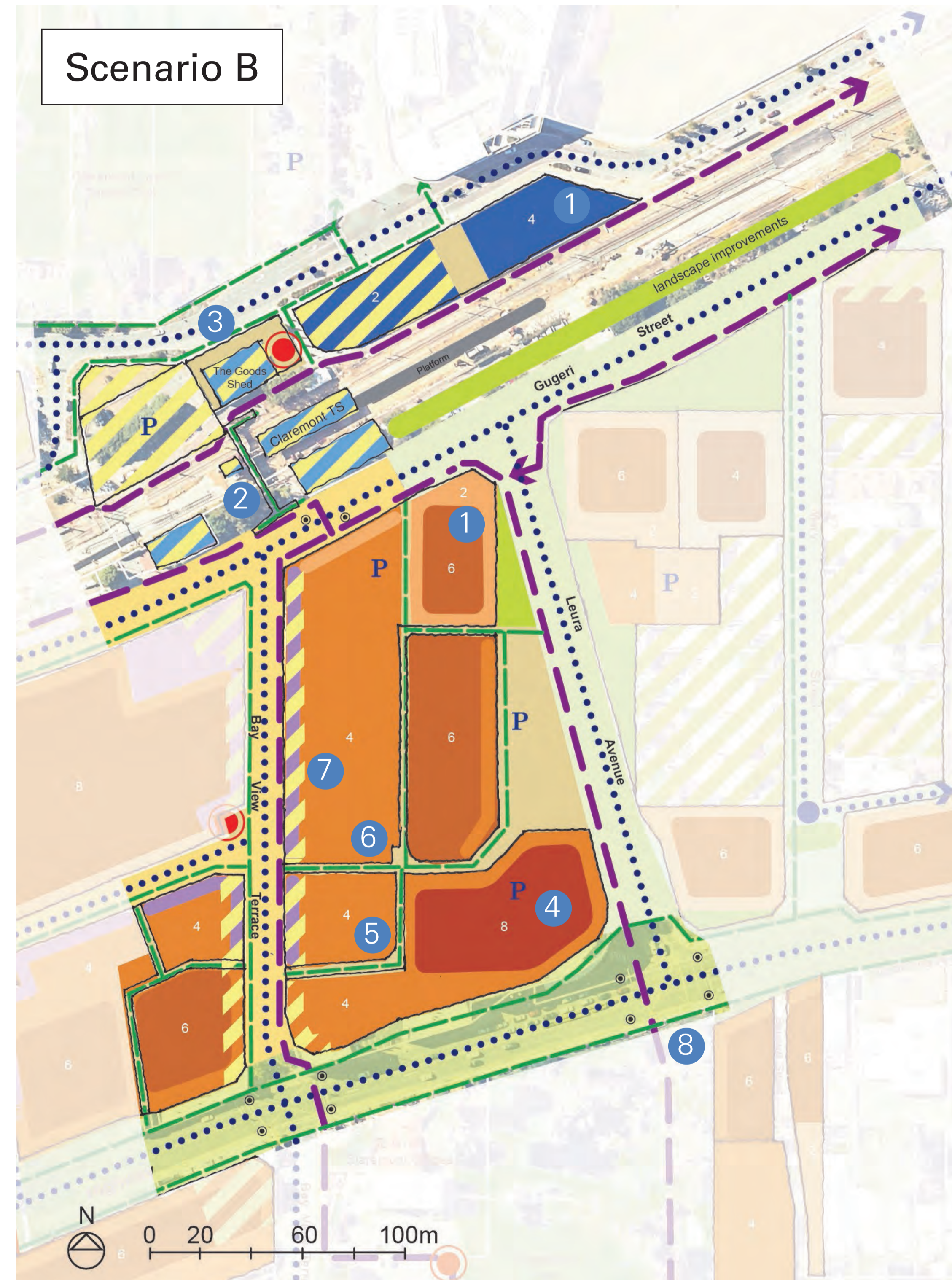
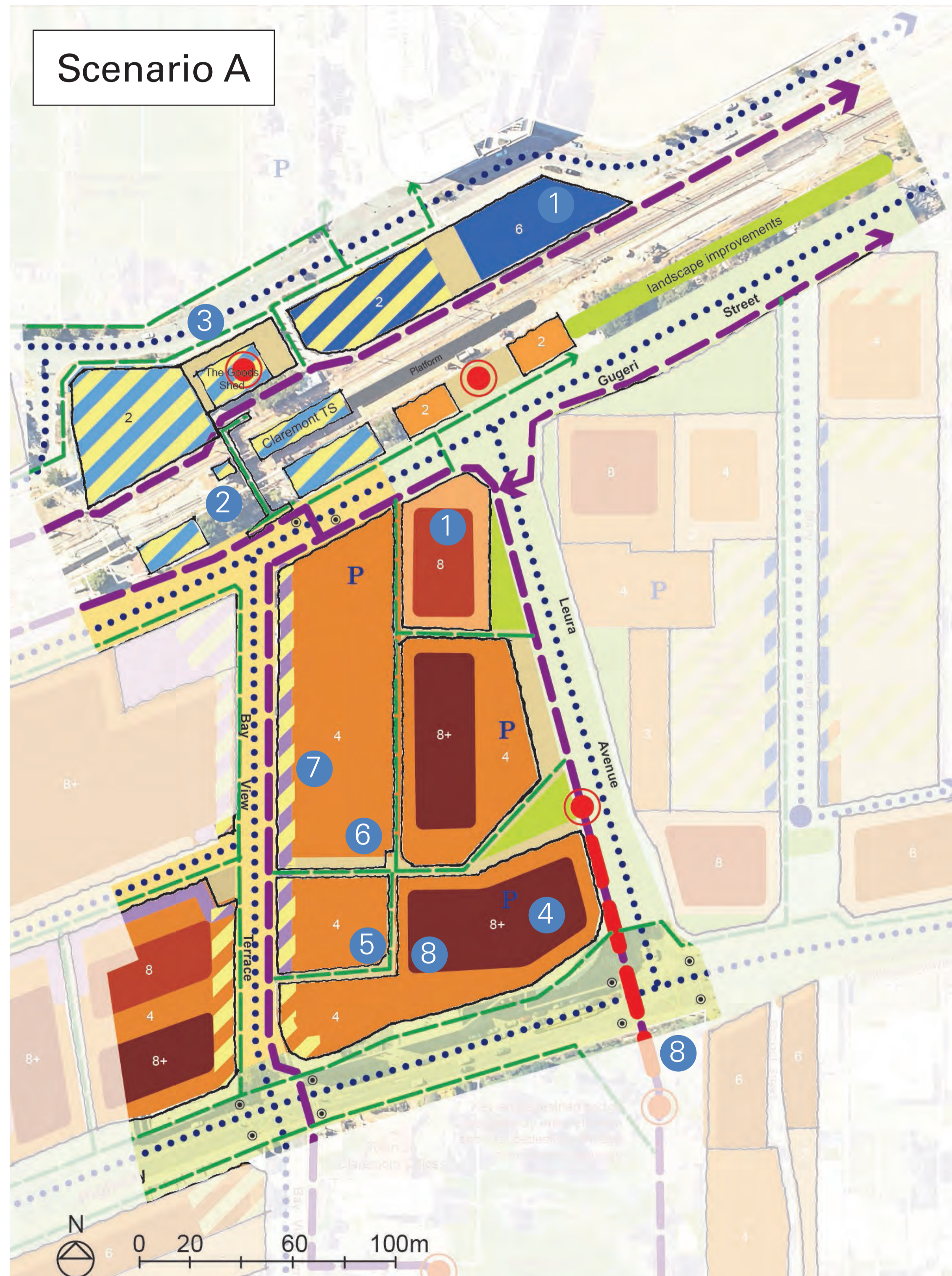
3 storey mixed use development with upper-level set back above heritage ground floor shops



Landscape laneway with repurposed heritage buildings

AREA 5: EAST OF BAY VIEW TERRACE AND AROUND CLAREMONT TRAIN STATION CHARACTER STATEMENT

An eclectic mix of heritage elements and fine grain land uses supported by an exciting network of laneways creating a unique 'village feel' characteristic in the Centre.



- ① Height consistent with Claremont Oval Design
- ② Railway crossing location
- ③ Goods Shed cultural facility
- ④ Landmark development on corner of Leura Ave and Stirling Highway
- ⑤ Laneway opportunities along Maude Jackson Way and Walt Drabble Lane
- ⑥ Fine grain laneway character and active frontages to lanes
- ⑦ Promote active frontage along Bay View Terrace with heritage retention and upper level setback
- ⑧ Crossing of Stirling Highway and linkages to Train Station and Claremont Oval

AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER CHARACTER STATEMENT

The vibrant and diverse mixed-use activity core of the Centre with opportunities to enhance community spaces and pedestrian comfort with a strengthened landscape/public realm



New multi-purpose/multi-level urban space for day and evening activity



Shared movement space with significant trees and seating



11 storey mixed use development on land mark site with upper-level setback and human scale at street



Mixed commercial development integrated with public realm and green link



8 storey commercial development providing community park interface and activation

AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER CHARACTER STATEMENT

The vibrant and diverse mixed-use activity core of the Centre with opportunities to enhance community spaces and pedestrian comfort with a strengthened landscape/public realm



5 storey mixed use development integrating ground plane level changes



6 storey mixed use development with upper-level setbacks



New urban spaces in commercial development



New multi-purpose, urban spaces with significant trees



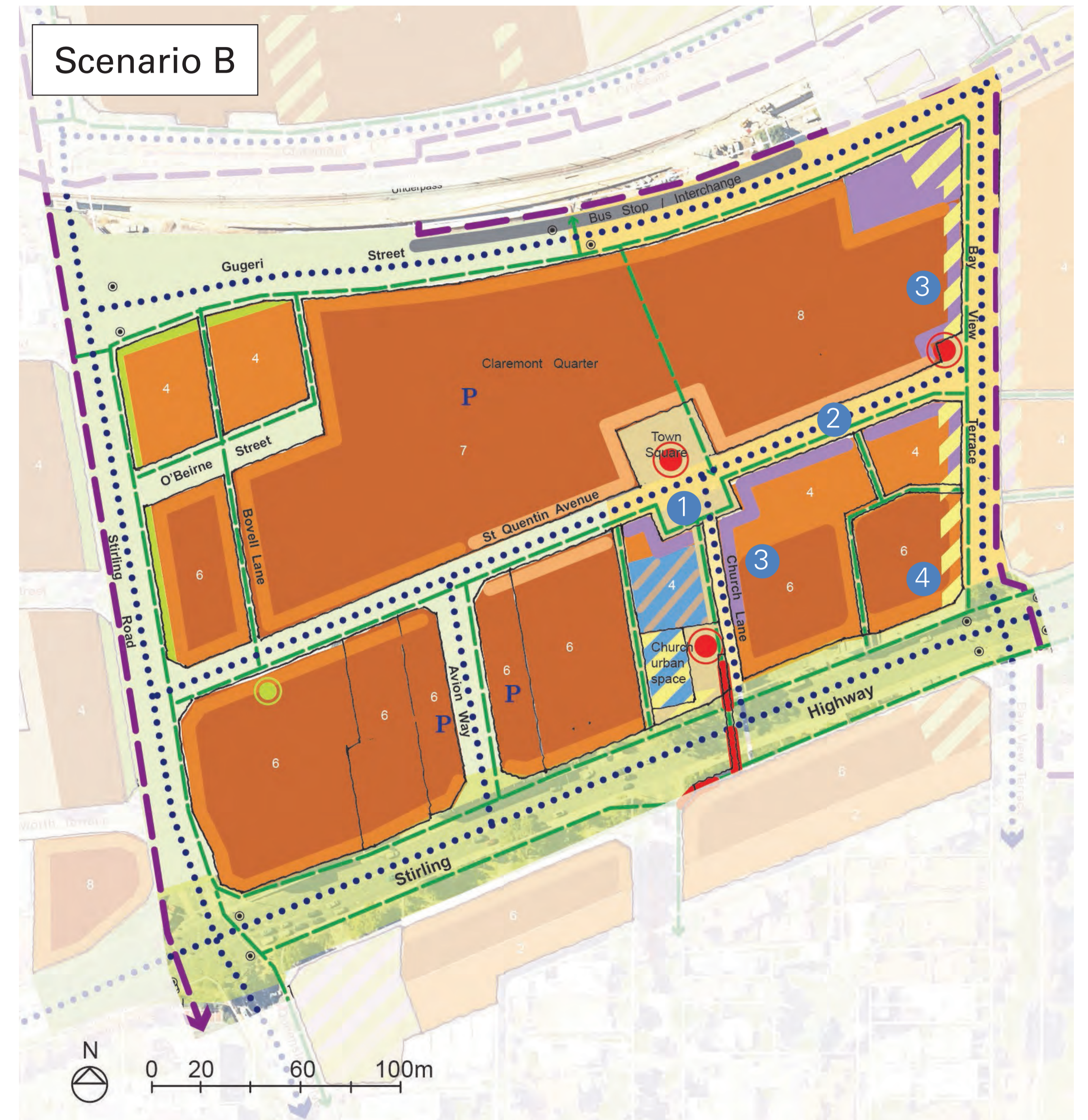
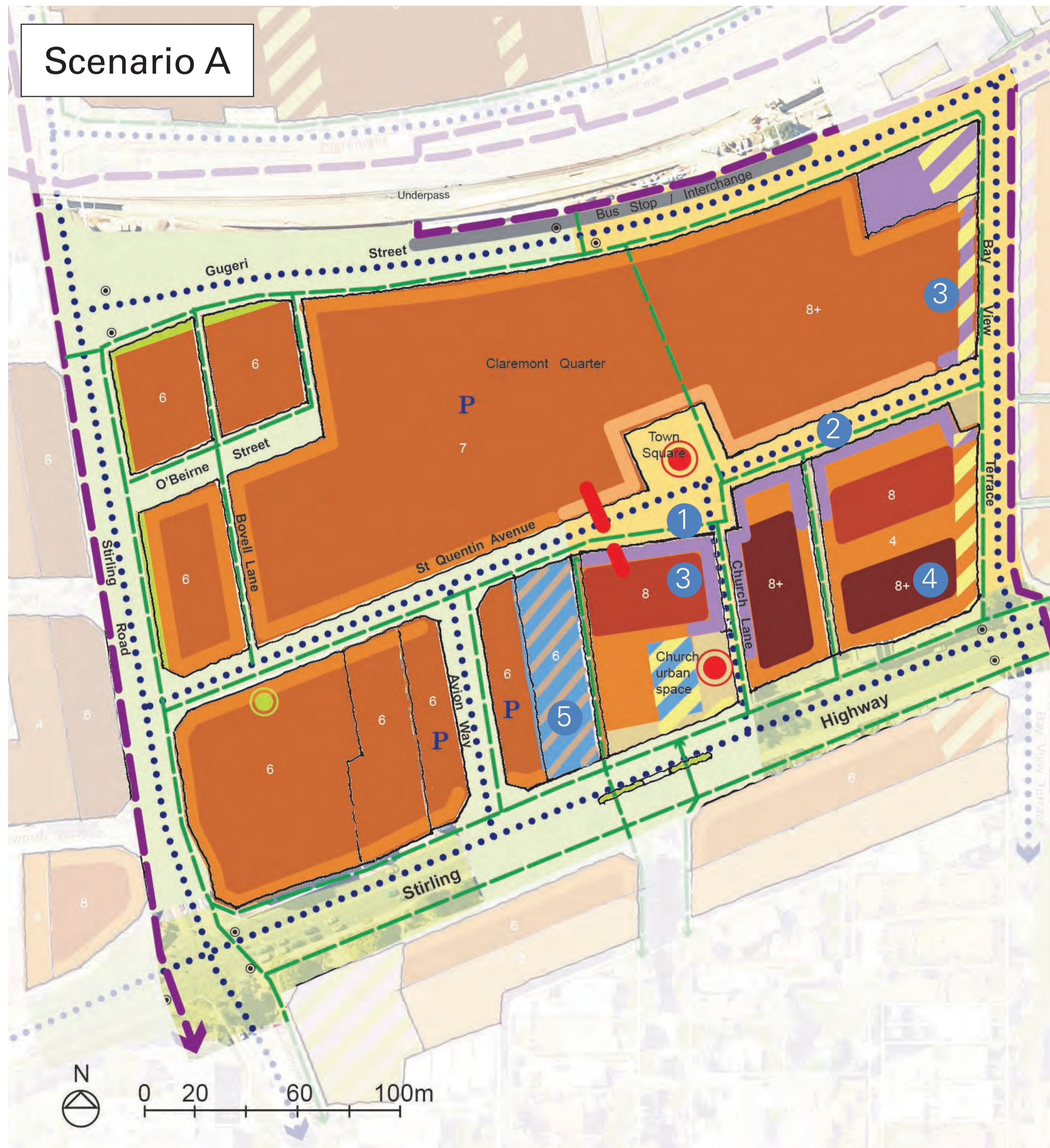
Shared movement space with ample pedestrian/public realm



3 storey mixed use providing passive surveillance

AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER CHARACTER STATEMENT

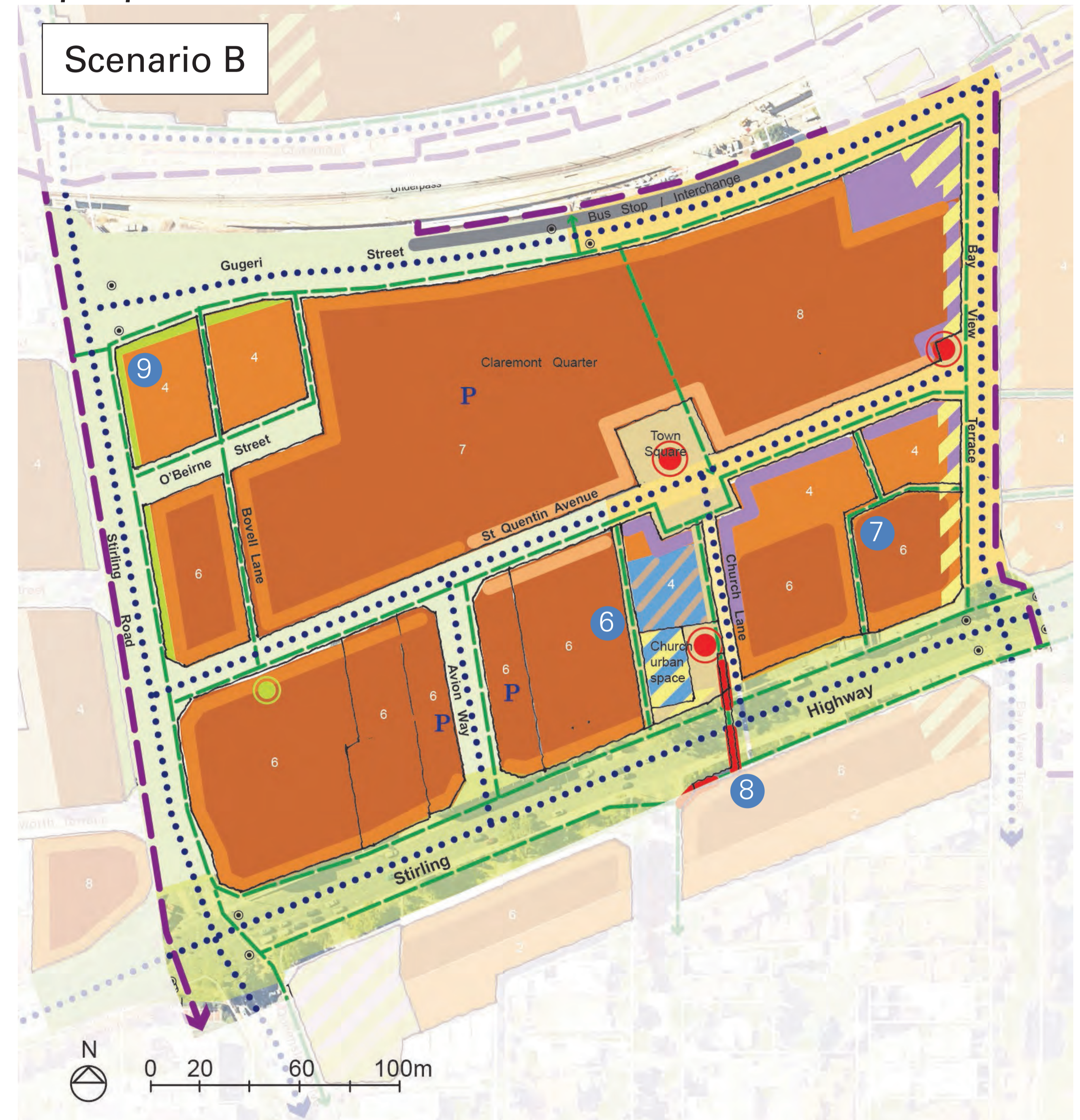
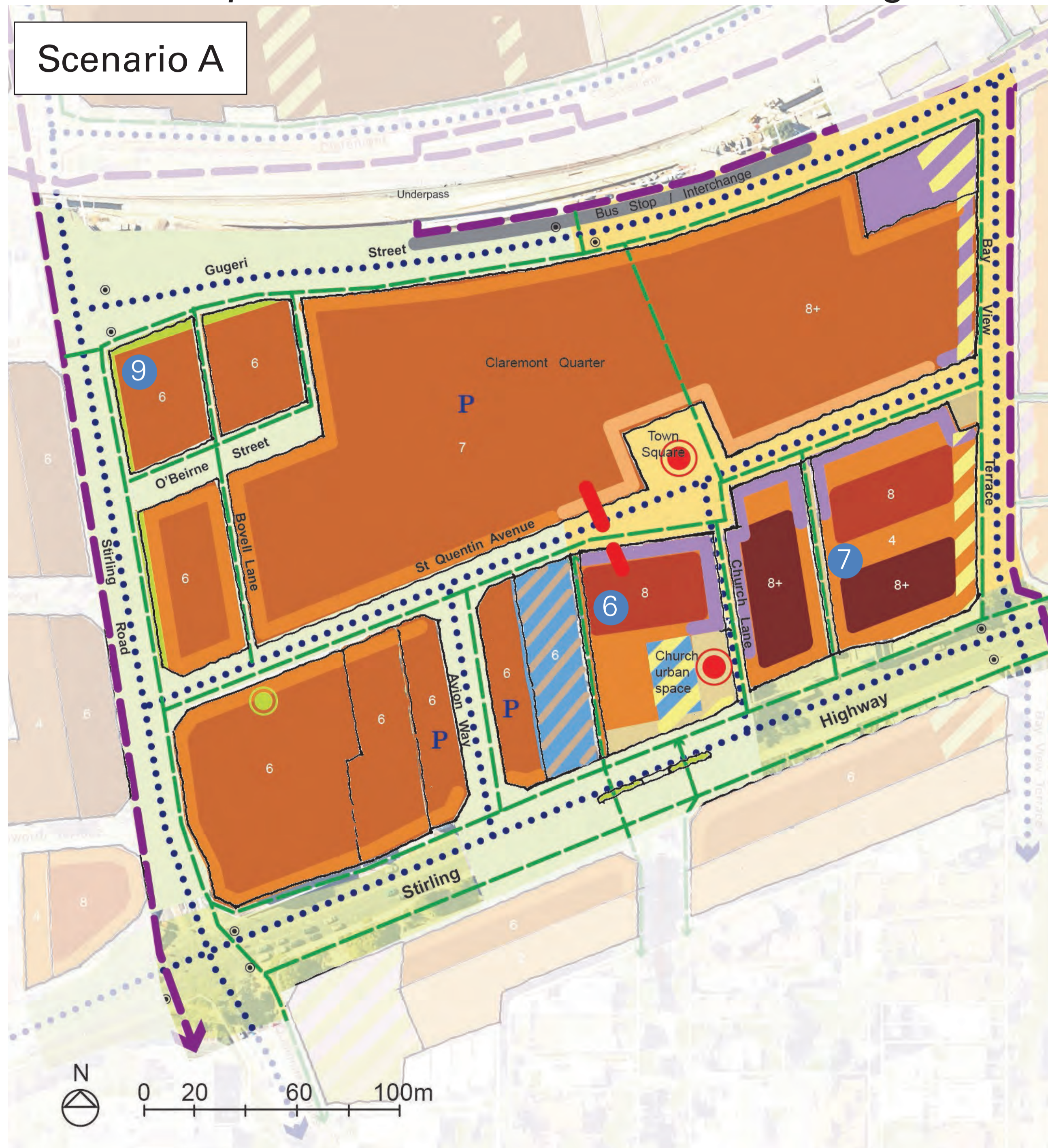
The vibrant and diverse mixed-use activity core of the Centre with opportunities to enhance community spaces and pedestrian comfort with a strengthened landscape/public realm



- 1 Enhancement/extension of Town Square concept across St Quentin Avenue
- 2 Opportunities to increase/enhance pedestrian comfort in pedestrian shared spaces
- 3 Identify key areas for activated building edges
- 4 Opportunity for development intensity on corner of Stirling Highway and Bay View Terrace
- 5 Landmark development opportunity on 'Typika' site through community/civic hub

AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER CHARACTER STATEMENT

The vibrant and diverse mixed-use activity core of the Centre with opportunities to enhance community spaces and pedestrian comfort with a strengthened landscape/public realm



- ⑥ Opportunity for development intensity east of 'Typika' site
- ⑦ Consideration of potential for additional pedestrian laneways
- ⑧ Consider crossing of Stirling Highway and linkages to the Train Station
- ⑨ Opportunity for green edges/street trees along Stirling Road and Gugeri Street to enhance shade shelter/ambience

APPENDIX H

Design Workshop Scenarios



TOWN OF CLAREMONT STRATEGY AREA

PLAN LEGEND

Precincts (Land Use + Built Form)

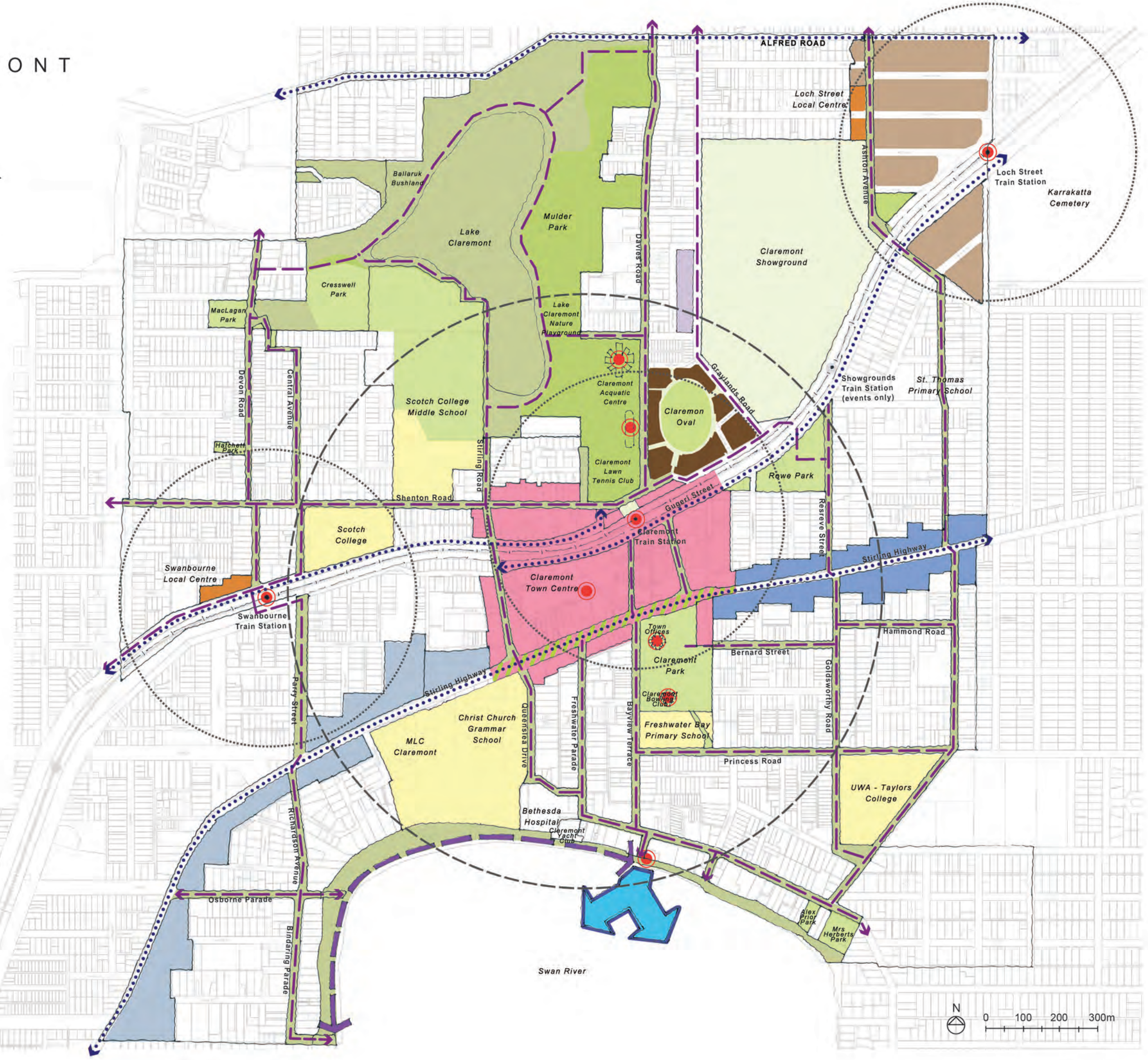
- Claremont Secondary Centre (Mixed Use, Building Heights TBD)
- Stirling Highway East (Mixed Use, 6-8 Storeys)
- Stirling Highway West (Residential, Building Heights TBD)
- Claremont Oval Precinct (Residential / Mixed Use, 6-8 Storeys)
- Local Centres (Mixed Use, 2-3 Storeys)
- Loch Street Station Precinct (Residential, 2-3 Storeys)
- Education
- Light Industrial
- Activity Destination Node

Landscape & Environment

- Conservation / Environmental Space
- Recreation Space
- Passive Space

Movement

- Key Street Vehicle Connection
- Key Urban Pedestrian Connection
- Key Pedestrian/ Cyclist Connection



CLAREMONT TOWN CENTRE SCENARIO PLAN A

PLAN LEGEND

Land Use + Built Form

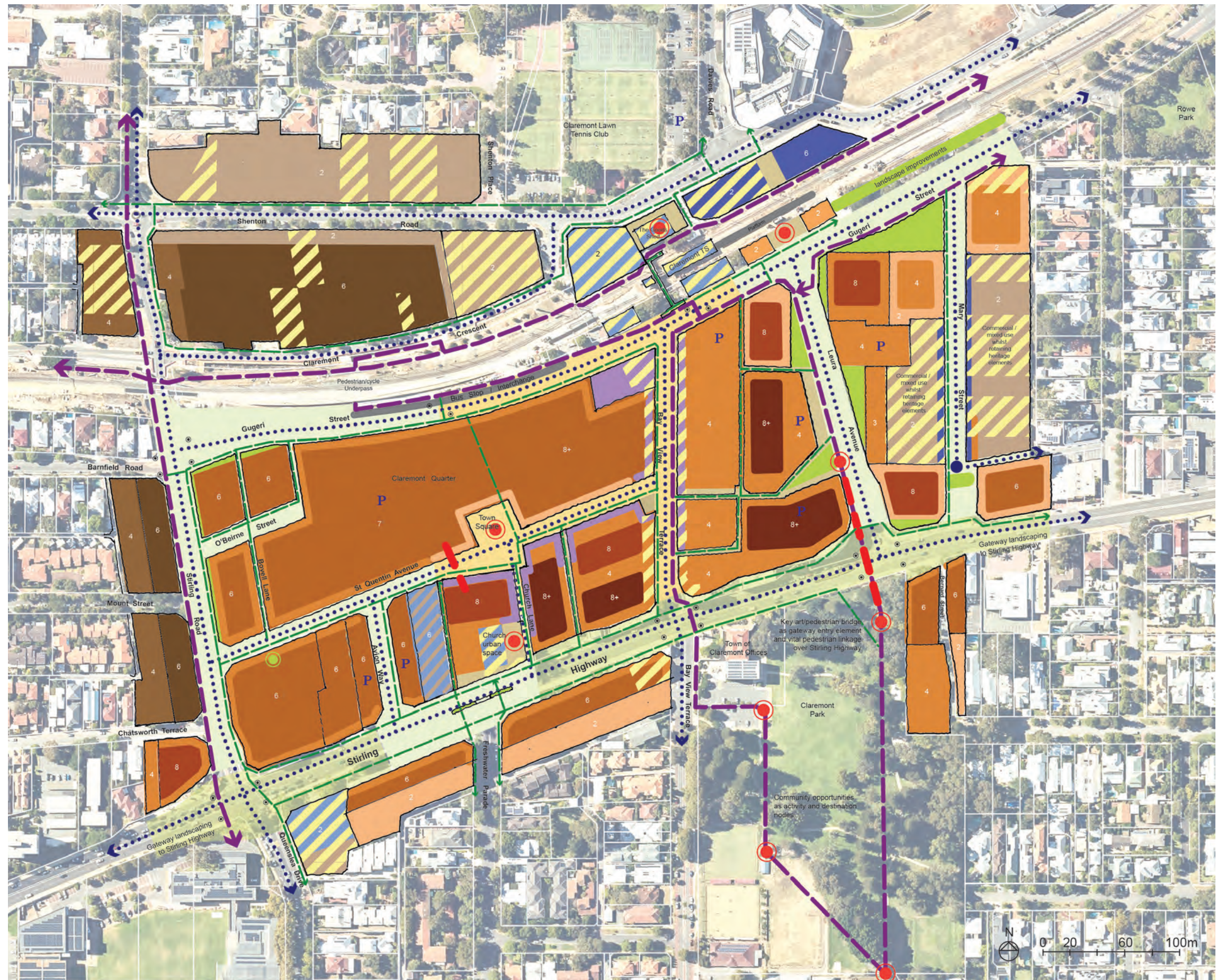
- Mixed Use (2 storey height)
- Mixed Use (4 storey height)
- Mixed Use (6 storey height)
- Mixed Use (8 storey height)
- Mixed Use (8+ storey height)
- Residential (2 storey height)
- Residential (4 storey height)
- Residential (6 storey height)
- Entertainment
- Education
- Civic/ Community
- Commercial
- Light Industrial
- Retain Heritage Building/ Facade
- Active Edges (two storey building edge to street)
- Activity Destination Node
- Intergrated Public Parking Location

Public Realm

- Urban Space (hardscaped)
- Green Space (softscaped)
- Pedestrian Shared Space Street
- Slow Speed Town Centre Street
- Stirling Highway - Gateway Landscaping
- Publicly Accessible Private Open Space

Movement

- Key Street Vehicle Connection
- Key Urban Pedestrian Connection
- Key Pedestrian/ Cyclist Connection
- Traffic Control Lights (benefit pedestrian)
- Pedestrian Bridge - Key Public Art Opportunity



CLAREMONT TOWN CENTRE SCENARIO PLAN B

PLAN LEGEND

Land Use + Built Form

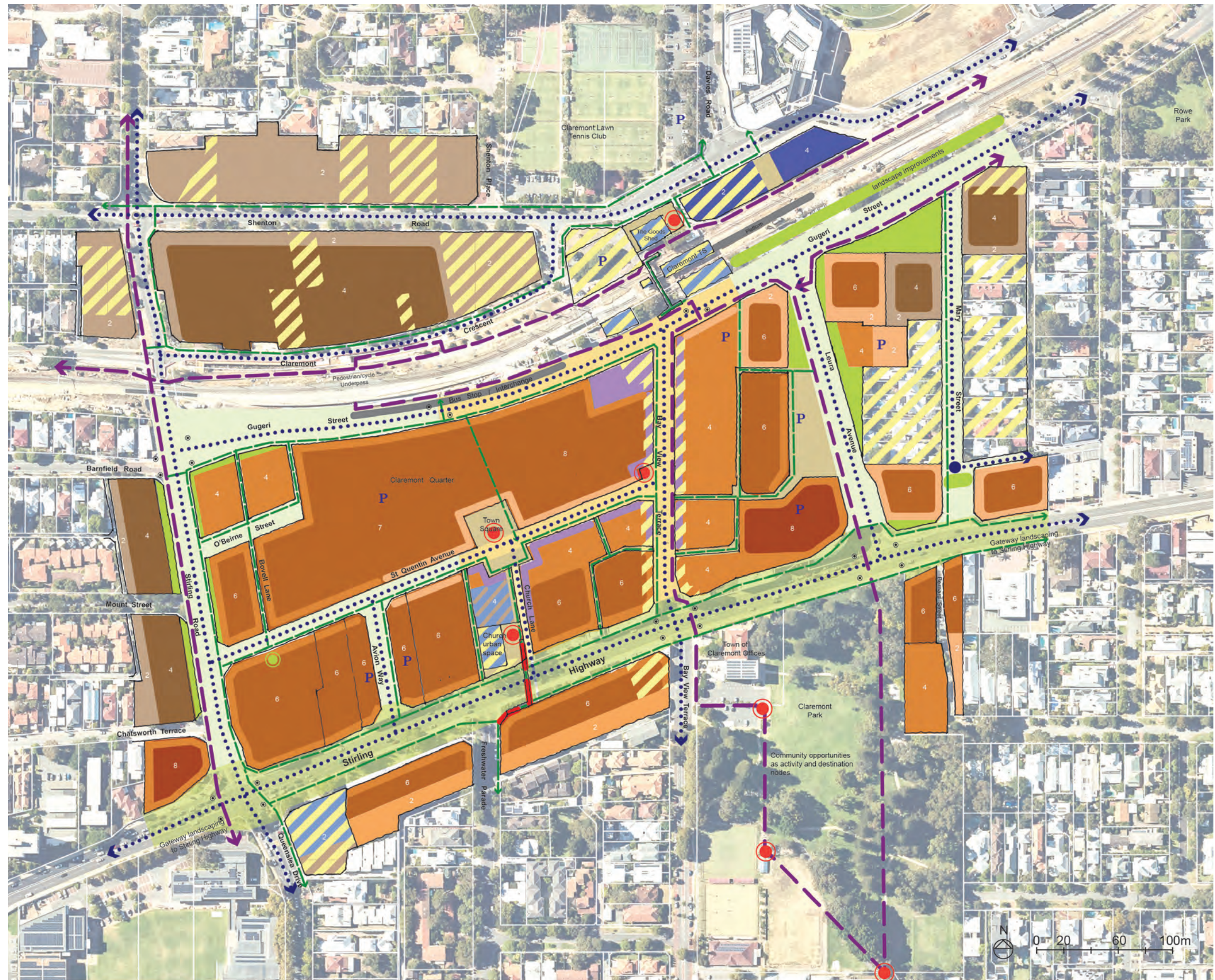
- Mixed Use (2 storey height)
- Mixed Use (4 storey height)
- Mixed Use (6 storey height)
- Mixed Use (8 storey height)
- Residential (2 storey height)
- Residential (4 storey height)
- Entertainment
- Education
- Civic/ Community
- Commercial
- Light Industrial
- Retain Heritage Building/ Facade
- Active Edges (two storey building edge to street)
- Activity Destination Node
- P Intergrated Public Parking Location

Public Realm

- Urban Space (hardscaped)
- Green Space (softscaped)
- Pedestrian Shared Space Street
- Slow Speed Town Centre Street
- Stirling Highway - Gateway Landscaping
- Publically Accessible Private Open Space

Movement

- Key Street Vehicle Connection
- Key Urban Pedestrian Connection
- Key Pedestrian/ Cyclist Connection
- Traffic Control Lights (benefit pedestrian)
- Pedestrian Bridge - Key Public Art Opportunity



APPENDIX I

Design Workshop Exercise Sheets



Q1 Do you agree with the key principles? Are there any suggestions/alterations you would make?

COMMENTS

North of Railway - longer term impacts associated with decisions made today to ~~what extent will influence~~ ^{do you need to} consider to influence desired outcomes later. Vision for longer timeframes.

- I am fundamentally opposed to the vision of Perth+Peel growing to 3.5 Million.
- Need to set lower growth limits.
- Too much proposed for Claremont

Need to promote use of public transport, footpaths by pedestrians + cyclists +
Goal: TO reduce car use but keep or increase #customers
- CARBON NEUTRAL

Q2 The distribution of land uses prioritises activity in the town centre with limited activity in the other local centres, do you have any comments on this approach?

COMMENTS

Visualisation of what high rise in town centre will look like. Singapore green with high density. ← pedestrian level. Sustainability design principles vs. density to drive optimal outcomes.

Town centre preferred for density rather consider - don't rely on corridor at expense of town centre.

Also the precinct needs more ^{attention} entertainment ^{opportunity} diversity of land use.
NE end Mulder Park - opportunity

I disagree with the excessive targets for infill development in Claremont. dictated by state. Targets should be at least halved.

Q3 The environmental and landscape characteristics are enhanced through additional green street connections, do you have any comments on this approach?

COMMENTS

Support Connection ~~to~~ to let Claremont join all the way through

Q4 Enhancement of the key movement network connections for vehicles, cyclists and pedestrians have been identified, do you agree with their location?

COMMENTS

Really supports boardwalk + water activities.

Support North-South movement + how to ensure connection across SA as well as through Centre and developed.

Problem SA with schools. ← increased connectivity from WVA to ^{schools} Tunnel the Railway.

Access to Striving thru for corridor developments.

Encourage modal share -

crossing SA down from Seabach. to South.

Strategy for all connections through Town Centre.

Connection of boardwalk to schools + other LG's. + to beach.

AREA 1: MARY STREET / EAST OF LEURA AVENUE

Character Statement Area 1: Protection of established heritage homes and properties in landscaped setting on the fringe of the Town Centre with some opportunities for revitalisation near the Train Station and Stirling Highway to be sensitively integrated.

Q1 CHARACTER STATEMENT FEEDBACK

COMMENTS

Q2 RESPONSE TO VISION IMAGERY

COMMENTS

Do not support higher building - look the same not sensitive to heritage character. "boxy" not interesting facade "prison cells".

Height to 8 storeys (or more) supported but not elsewhere. Site specific heights governing

Q3 SCENARIO PLAN FEEDBACK

COMMENTS

Boundary between precincts needs 5+1 need to be locked off to exclude residential property Mary St.

Walk into town centre not too dense.

Leaura Ave segregates activity western side - mixed use/office.

Deal with both sides of street.

Scenarios don't really test height variation.

Support Row access.

Better way of dealing with segregated parking areas, as well as traffic - restrict vehicle access to delivery vehicles - extend use, improve amenity.

Resolve Leaura Ave - where is parking, ~~the~~ connections through to existing, and activity are considered.

Heritage Bridge integral

Object to any commercialisation of Mary St.

Langford St. not running - needs to be closed.

Support intensification sites.

Not supported on 8 storeys - 6 storeys preferred - do need to consider transition to residential.

Maintain level xing
Support redevelopment of existing sites.

Integrated parking & development.

Guyra / Leaura intersection landmark opportunity

Support Mixed use to Guyra St.

Protect heritage projects.

Scenario backups 3 storeys should reflect others
Flexibility req'd to deliver appropriate differentiated develop.



Taylor Burrell Barnett



Q1 Do you agree with the key principles? Are there any suggestions/alterations you would make?

COMMENTS

Tor Bend.

- Land use.
- Green spaces

Bony Bank Village feel

Relaxation

- Night Time economy.

Q2 The distribution of land uses prioritises activity in the town centre with limited activity in the other local centres, do you have any comments on this approach?

COMMENTS

Sub project. move to more local centres

- Office work underground.

Traffic + Parking issues must be resolved first before intensity use.

Local centre.

E.g., MRT Park Singapore

Q3 The environmental and landscape characteristics are enhanced through additional green street connections, do you have any comments on this approach?

COMMENTS

- Plan Trees (BVT).

- Lower open market seen as going under ground rather than above.

- Walk way around River - CCAS - Freshwater.

Strong connection To River
Freshwater Bay - Yacht Club
Lake Claremont

Q4 Enhancement of the key movement network connections for vehicles, cyclists and pedestrians have been identified, do you agree with their location?

COMMENTS

- Under ground car parking connection

- Carparking Area CBC.

- Topo. Density away from Hwy A.

- Carpark underground.

STHW Underpasses
Barnes (STHW/Railway/Schools)

- huge retention under ground (Barnes/Woolworths).

Bridges Large Wide + broad



Taylor Burrell Barnett



Claremont
Community

AREA 2: SOUTH OF STIRLING HIGHWAY CHARACTER STATEMENT

Character Statement Area 2: Capitalising on proximity to Stirling Highway public transport and comfortable access to the Town Centre; with diverse residential typologies and revitalized community uses and parks.



Q1 CHARACTER STATEMENT FEEDBACK

COMMENTS

Kids
Facility for the
People
in the Park.

P.CYC Rawlins Parkland
- Vitalise around the car building.
- under utilized.
- Step down ramp
- Close off Langford/May. ^{freshwater closer}

"if I was to walk from school + on no one would notice"

Q2 RESPONSE TO VISION IMAGERY

COMMENTS

- Sound Shell
Community,
- Spacks
- Council
- Community
- Permitted uses
- Skate Park.
- Bridge linkage Zander.
- WAR Memorial Move.

↓ Bowling club. - Link from BL.
↓ Cafe Mixed use. CAFE
+ Community facilities
on corner
↓ Toilets,
↓ view into Park

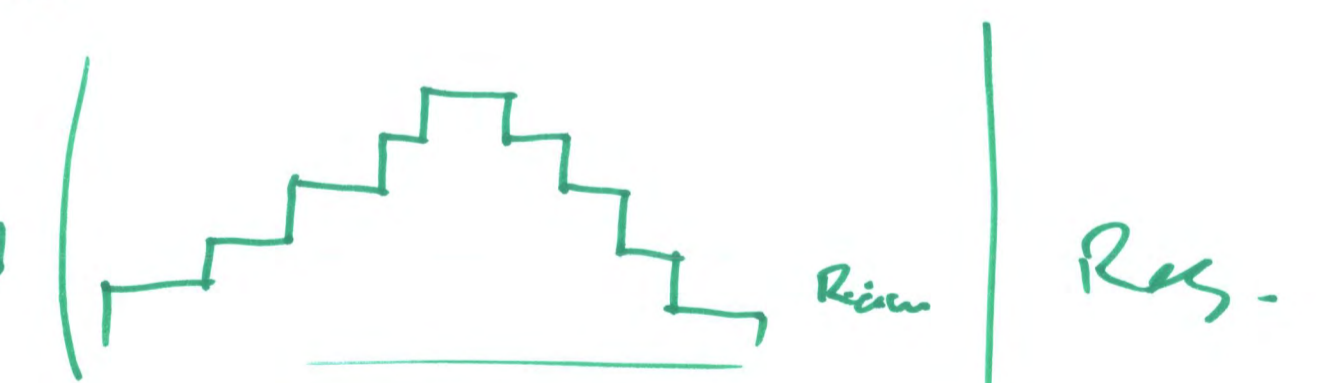
→ No Youth facilities -
Stirling Road → Claremont Drive
→ Bridge
→ Mortar. Bay figs to Rain.

Q3 SCENARIO PLAN FEEDBACK

COMMENTS

- Skate Park.
- Bridge near PCYC. (Walking paths as is).
- Lake.
- Traffic not dealt with remove existing trees.
- Need uses in Park. to draw
- Bowling club. Vitalise. Dual cars

- Water related
Move Bowling club to Lake Claremont.



- Long distance plan to wherever trees.
Keep current uses.
Park - Will be dead

Q1 Do you agree with the key principles? Are there any suggestions/alterations you would make?

- COMMENTS
- 1. ✓ all photos ok.
 - 2. ✓ safety of bicycles as an issue - separate cycle path + zebra crossing
 - 3. reservation over use of footpa footbridge.
 - 4. Heritage - some heritage is not 'that heritage' for sake of it. - real response not fake...
 - 5. diverse land uses.

Q2 The distribution of land uses prioritises activity in the town centre with limited activity in the other local centres, do you have any comments on this approach?

- COMMENTS
- consider development next to + over railway
 - reduce many st area from TC. - real concern
 - RAS. development to take pressure of residential density from some other areas
 - BUT not canalise Non RA activity + nighttime activity of TC.

Q3 The environmental and landscape characteristics are enhanced through additional green street connections, do you have any comments on this approach?

- COMMENTS
- some street connectors need to be enhanced. pedestrian
 - Safe + green leafy streets throughout the town. ALL STREETS
 - On road cycle lane to reduce traffic demand + speed.
 - minimise development intensification next to Mulder Park.

Q4 Enhancement of the key movement network connections for vehicles, cyclists and pedestrians have been identified, do you agree with their location?

- COMMENTS
- limit/minimise north south car dominance acknowledge E/W dominance of traffic flow.
 - make N/S ped/cycle focussed.
 - crossing to SH must be convenient to encourage use.
 - support boardwalk for safe passage + special nature

AREA 3: WEST OF STIRLING HIGHWAY CHARACTER STATEMENT

Character Statement Area 3: A mixed use and residential gateway to the Town Centre; blending sensitively with established surroundings and enhanced with a landscaped setting and green links to Lake Claremont and the Swan River.

Q1 CHARACTER STATEMENT FEEDBACK

COMMENTS

Q2 RESPONSE TO VISION IMAGERY

COMMENTS

✓ 8 storey warehouse style dev.

Q3 SCENARIO PLAN FEEDBACK

COMMENTS

1. maintain green in scenario b. ✓ this is great.
2. underpass is not very accessible for claremont crescent
3. concern over traffic - minimising
4. concern over height + yield.
5. consider overpass at stirling hwy
6. open space (green) looks off - consider introducing + amenity for residents.
7. separate cycleway for safety
widen footpath on west end
8. consider cycle on east? better with
✓ scenario B ✓ but with height of A.
9. cross connection over SH. must be achieved
to promote cycle connection.
ideally.

AREA 4: NORTH OF RAILWAY AND INTERFACE WITH STATION ROAD CHARACTER STATEMENT

Character Statement Area 4: Northern setting for the Town Centre which retains the heritage characteristics; connects with the Town Centre and to the train station; and transitions appropriately to the surrounding area.

Q1 CHARACTER STATEMENT FEEDBACK

COMMENTS

not a literal connection? investigate laneway next to block of flats for connection to underpass

Q2 RESPONSE TO VISION IMAGERY

COMMENTS

recommended 3D model & open day to understand heights in consolidation

Q3 SCENARIO PLAN FEEDBACK

COMMENTS

- townhome + villas 2st max 3st.
- too high for neighbouring heritage buildings
- not opportunity for transition
- potential for retail/nyo along Claremont Crescent.
- underground pedestrian movement? ^{live/work + smll business} is this possible?
- consider relocation of 'central' heritage properties to the east to 'consolidate' the heritage area.
- site responsive to each lot/heritage areas.
- not broad brush zoning
- noise considerations for south facing dwellings (RAU)
- respond to trees/heritage + local setting for future dev.
- sensitive 'localised' design not broad brush.
- consider mixed use @ east heritage area where clothing shop is situated ✓
- higher street traffic is veylnd. ∴ pedestrian phase for ped crossing is issue



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AREA 5: EAST OF BAY VIEW TERRACE AND AROUND CLAREMONT TRAIN STATION CHARACTER

Character Statement Area 5: An eclectic mix of heritage elements and fine grain land uses supported by an exciting network of laneways creating a unique 'village feel' characteristic in the Centre.

1. ACCESS Laneway, Carriway, Access - DIVERGENT FROM DEEP.
2. BUT, #6-8, PED PRIORITY BRIDGING WITH A RETAIL NETWORK. → Accommodation
3. DWA site, Building some form of bridge over Channel to build Table No. 4
+ Community use, Accommodation? / ENTRANCE STATEMENT
4. Divergent signal for PLANNING (LATERAL)
5. Deal on BUT sensitive to existing CHARACTER.

Q1 CHARACTER STATEMENT FEEDBACK

- COMMENTS
- USEFUL / RELEVANT

Q2 RESPONSE TO VISION IMAGERY

- COMMENTS
- LANEWAYS GOOD.
 - MANYLANDS EXAMPLE
 - APPEARANCE OF THE VERANDAH.
 - Consistent appearance of the streets.
 - Sensitive design, but not pbe ✓✓✓✓✓

• DESIGN REVIEW PROCESS

Q3 SCENARIO PLAN FEEDBACK

- COMMENTS
- ACCESS LANEWAYS, GOOD ASSIST.
 - GREENING GOOD
 - BUT NEEDS TO ATTRACT PEOPLE
 - INCR. IN SIZE (10m)?
 - ZENITH MUSEUM CENTER
 - BVT - PED PRIORITY, SECRET LANES ✓✓✓✓✓
 - TWO WAY
 - NO CARS
 - SERVICE VEHICLES ONLY?
 - SINK RAILWAY
 - 4-6 ABOVE BUT. ✓✓✓✓✓
 - INCENTIVES
 - FACADE.
 - CENTRELINE
 - FULL FRAME SUPPORT FOR 7/8
 - SERVING VERY IMPORTANT
 - ENTRANCE TO TOC, HERITAGE, GREEN. ✓✓✓
 - GATE - GREEN ONLY ✓
 - DWA
 - 4-6 STOREY
 - HOTEL / SHORT TERM ACCOMMODATION? OR CAR CENTRAL
 - TOC CP - Develop, but need the mix of Function / CP Function
 - EXTEND A - BRIDGE OVER CHANNEL
 - LAND BRIDGE, PONTE VILLARO.
 - OVER HERITAGE STRAIGHT
 - DEVELOPER FUNDED.

Q1 Do you agree with the key principles? Are there any suggestions/alterations you would make?

COMMENTS

Q2 The distribution of land uses prioritises activity in the town centre with limited activity in the other local centres, do you have any comments on this approach?

COMMENTS

- RAS; out of City - Redevelopment.
- AFFORDABLE RECOMMENDATION.
- STERLING HWY AND 138
- TRAFFIC ISSUE, MUT? (ACCESS ISSUES).
- LANDMARK STORES ON SH TO GO UP.
- LI AREA, 1/2/3
- IMPROVED APPEARANCE
- RESE 2/3 STOREY ABOVE.

Q3 The environmental and landscape characteristics are enhanced through additional green street connections, do you have any comments on this approach?

COMMENTS

- Porters where claremont built used to be.
↓
recessed.

Q4 Enhancement of the key movement network connections for vehicles, cyclists and pedestrians have been identified, do you agree with their location?

COMMENTS

- Ped xing for students into town Centre.
- SAFETY OF cycling for students - DEDICATED CYCLING. ✓✓
- Jenkins Ave connection.
- UNDERGROUND STERLING HWY.? ✓
- BORROWDALE, ✓✓ BUT SPLIT CYCLE/PEP
- Connections through st Louis.
- AHEAD CONNECTION THROUGH TL.
- SH ACCESS ISSUES.

Q1 Do you agree with the key principles? Are there any suggestions/alterations you would make?

COMMENTS

general support.

Q2 The distribution of land uses prioritises activity in the town centre with limited activity in the other local centres, do you have any comments on this approach?

COMMENTS

Keep Swanbourne village as a village.

development set back to enable alfresco & walking path.

appreciate cosy lane way images. - eg: Walt Drakke.

consider environmental impacts, noise etc. RATS.

activate spaces

think about diversifying interface & interaction with street.
'avoid sameness'

think about services, facilities, offices and not just f&b.

think about a hotel or two (bespoke).

short term accommodation.

Q3 The environmental and landscape characteristics are enhanced through additional green street connections, do you have any comments on this approach?

COMMENTS

universal access along river front, all activities.
be more connected to river & more protective of the environment.
test legalities of boardwalks.

Q4 Enhancement of the key movement network connections for vehicles, cyclists and pedestrians have been identified, do you agree with their location?

COMMENTS

slow people down, cars, pedestrians, cyclists in centre.

vehicular circulation off Stirling Highway and around the Centre.
work with State Government, long term plans for SH.
consider secondary traffic circulation to commercial
north/south traffic flow.

bridging may be supported but think carefully about location
& aligning with where redevelopment is going to occur.
filter movement to ensure it would be used.

connect well/better to train station.

off SH cycling.

& think about Swanbourne
Centre.



AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER CHARACTER STATEMENT

Character Statement Area 6: The vibrant and active town centre with a diversity of land uses that supports a day and night economy with opportunities to enhance community spaces and pedestrian comfort with a strengthened landscape/public realm.

Q1 CHARACTER STATEMENT FEEDBACK

COMMENTS
Support ✓

Q2 RESPONSE TO VISION IMAGERY

COMMENTS

Car service area underground good service but not safe use.

don't on shared paths/streets.

Times to allow for green & other areas.

Cycles both ways on BUT. north south red improvements.

set back with greenery at the front & back @ ground.

Q3 SCENARIO PLAN FEEDBACK

COMMENTS
Consider commercial viability - if we want a vibrant centre & proper development in the TC need to allow for height sensitive near church. aesthetics matter with height. more important than height is how it is set back from the street/pedestrian interface/set back important.

Grass & trees in Centre

22 St Q redov. opportunity

Permanently open through the Quarter.

make more of Ten Sq. make it the centre

Height on Striking Highway consider access from Striking Highway under welcomed by Ten Sq. want to enliven/bring character to area/landscape. activate 365, + & b. out ward facing. don't contract space. make it larger

Support T Sq on other side of road.

Space near church integrated with Tیرهکا site

Tیرهکا key site provide development incentive. apartment hotel need more bars & restaurants small bars. Small spots for greater height.

if side may be too big. think about height/density with traffic management.

think about how areas interface

Land swaps to enable good outcomes for 'Think outside the box in terms of land holdings' focus development height allow for views. podium & tower consideration @ S. BUT.

Ten Sq.

cluster like hygon st.

Extend site to a red two strongholds. Somerby complex. Buz have hotel. Carlisle Hotel.

Strengthen red link along Striking. Building on St Quentin & over S.H. Clyde St = 6/8 fringe. 12 in street or wall.

Nighttime Economy



o Better Town Sq.

larger
more active

o Height - more to
allow for more
Town Square.
only central
areas.

o Land uses
hotel
short stay
bars, restaurants.
night time economy

o Pedestrian
cycle comfort | shared

o elevated walkway over SH

o build air rights
over SH one rail.
with St Quentin

o Land swaps.

o Car share etc underground

think
about
traffic
management

DESIGN WORKSHOP EXERCISE 1
TOWN OF CLAREMONT LOCAL GOVERNMENT SCENARIO (20 MINS)

Table No. ①

1. Reduce parking / car spaces - water tank.
2. Diagonal cycle / pedestrian network
3. Shared, ASD/extra crossing process @ Drives no extra.
4. Improve TC to Lake current connection, even though golf course.
5. Sustainable approach
6. Village feel supported.
7. LI areas - USE IS IMPORTANT, BUT OFF FOR RES OR NEW M/LU POTENTIALS.
8. ALL-ABILITIES ACCESS MUST BE CONSIDERED, includes access from PT TO TC. - IDENTIFY THESE WALK SIGNS. - Clear sight lines.

Q1 Do you agree with the key principles? Are there any suggestions/alterations you would make?

COMMENTS
• Village feel is important.
- 'Feel' in a big place.

Q3 The environmental and landscape characteristics are enhanced through additional green street connections. Do you have any comments on this approach?

COMMENTS
• OPP. for LANDSCAPING + PARTICIPATION IN DESIGN.
• SHARED SPACES ENCOURAGEMENT.
- DRIVES ROAD
- MEDIAN HARD TO CROSS.

• PARKING / ACCELERATION ON PAVEMENT.
- WALKS PARKING?
- Cycling.

Q2 The distribution of land uses prioritises activity in the town centre with limited activity in the other local centres at stations and other transport corridors to protect existing residential character and heritage. Do you have any comments on this approach?

COMMENTS
• LEGAL INDUSTRIAL AREA. TO MIXED USE? } - EXTRA DWELLINGS?
- CRAFT INDUSTRY, continue current uses.
- SERVICE INDUSTRIES?
• STILL A DESIRE FOR LE

• SWANBOURNE. - WATER AT STATION BIE.
- USE TIME PARKING PARKING.
- 3/4 STOREY IS GOOD.

Q4 Enhancement of the key movement network connections for vehicles, cyclists and pedestrians have been identified. Do you agree with their location?

COMMENTS
• FOOTPATHS, cobblestone not disabled friendly. - TWO MANSION ON CORNERS, sight lines
• CLARENCE ROAD, ACCESS NOT GOOD for disabled. - SEPARATE ON FOOTPATHS FOR DISABLED PEDESTRIANS
• Public transport and ALL-ABILITIES ACCESS
• TC, through golf course to cafe.
• SHARED BIKER PATHS, SEPARATED IF PRACTICAL. - DEDICATED
• SITION RD ACCESS FOR STUDENTS TO BE EMPLOYED
- REDUCED TO 40km/h

• BORDONVILLE.
• GOOD IDEA, NEED TO ENSURE ACCELERATION

• WATER TANKS.

AREA 1: MARY STREET / EAST OF LEURA AVENUE

Character Statement Area 1: Protection of established heritage homes and properties in landscaped setting on the fringe of the Town Centre with some opportunities for revitalisation near the Train Station and Stirling Highway to be sensitively integrated.

Q1 CHARACTER STATEMENT FEEDBACK

COMMENTS

EDITS.

Q2 RESPONSE TO VISION IMAGERY

COMMENTS

• BUTRUEYMAN CON. ⊕

Q3 SCENARIO PLAN FEEDBACK

COMMENTS



• Commercial on MARY ST.

NO!

— SPONSOR OF TERNARY

• 3 STR TOWNHOUSE OK.

• MAYBE USE ON LEURA CORNER. ✓
— SYNERGY WITH EXISTING OPEN SPACE

— MUST FIT WITH THE AREA

• STERLING HWY

- ⊕ — MAXIMIZE THE ROADS WHERE POSSIBLE
- = TRANSITION IS IMPORTANT
- TREES & GREENY IMPORTANT. IN DEVELOPMENT.

⊕ • ACCESS STERLING HWY. TO BE SEPARATED.
• CURRENT TRAFFIC TO HAVE SIGN

⊕ • TOWNHOUSE DEV'S GOOD. ✓ / IF DONE CORRECTLY

⊕ • SCENARIOS & APPROACH'S OK. NEAR TRAIN STATION

Q1 Do you agree with the key principles? Are there any suggestions/alterations you would make?

COMMENTS

- see Principles for notes.
- Include residential streets into environmental protection
- short stay accommodation
- sustainability - zero carbon initiatives (small footprint).

Q2 The distribution of land uses prioritises activity in the town centre with limited activity in the other local centres at stations and other transport corridors to protect existing residential character and heritage. Do you have any comments on this approach?

COMMENTS

- o opportunity for 'very sensitive' development to have increased density in the suburban area as well ie ROW houses where increased green space is achieved - MUST not be negotiable
- concern over Mary St being included in TC.
- TC size as per DPH concern
- support swanbourne centre area but not increased development around centre.

Q3 The environmental and landscape characteristics are enhanced through additional green street connections. Do you have any comments on this approach?

COMMENTS

- must reference for detail/connections
- * Western Suburbs greening plan. (overlay).
- concern over plane trees.

Q4 Enhancement of the key movement network connections for vehicles, cyclists and pedestrians have been identified. Do you agree with their location?

COMMENTS

- must increase safety + connection for school children.
- shaded routes.
- lighting for safety BUT.

AREA 3: WEST OF STIRLING HIGHWAY CHARACTER STATEMENT

Character Statement Area 3: A mixed use and residential gateway to the Town Centre; blending sensitively with established surroundings and enhanced with a landscaped setting and green links to Lake Claremont and the Swan River.

Q1 CHARACTER STATEMENT FEEDBACK

COMMENTS

Character ok. - refine if needed to match scenario

Q2 RESPONSE TO VISION IMAGERY

COMMENTS

images generally ok.
rendered + painted buildings needed for quality - not bare concrete.

Q3 SCENARIO PLAN FEEDBACK

COMMENTS

? significant tree register - check for registration of trees generally particularly transition areas.

Key pedestrian ^{cycle} connection is vital ✓
extend green connection
4 storey along Stirling road. Scenario B
OR

6 storey to reduce impact on area if.
step down to existing residential.
maintain trees (existing) along Stirling road.
layer height 6-4-2 storey

~~amalgamation of lots to achieve development~~
~~minimum size required before development~~
~~sensitive to heritage~~

written on wrong sheet - move to front.

Dedicated bike path on east of Stirling Road for connection to underpass off David Jones and green edge on east.

AREA 4: NORTH OF RAILWAY AND INTERFACE WITH STATION ROAD CHARACTER STATEMENT

Character Statement Area 4: Northern setting for the Town Centre which retains the heritage characteristics; connects with the Town Centre and to the train station; and transitions appropriately to the surrounding area.

Q1 CHARACTER STATEMENT FEEDBACK

COMMENTS

Character ok - refine to meet scenario plan feedback

Q2 RESPONSE TO VISION IMAGERY

COMMENTS

Q3 SCENARIO PLAN FEEDBACK

COMMENTS

- enable pedestrian access beside flats.
- allow greater height to achieve access.
- Rowley House development site opportunity
- amalgamation of lots to achieve development - minimum size required before development.
- sensitive to heritage - respond ^{design to} context around it.
- limited development opportunity beyond larger development sites.
- shenton road character must be kept.
- private lane should be used for public access.
- Noise cancellation potential by 6 storey for landowners behind 6+3+2.
- Shenton Road + Claremont cres requires #/Path widening to connect to PSL + Dual Use Paths



Q1 Do you agree with the key principles? Are there any suggestions/alterations you would make?

COMMENTS

General support.

Q2 The distribution of land uses prioritises activity in the town centre with limited activity in the other local centres at stations and other transport corridors to protect existing residential character and heritage. Do you have any comments on this approach?

COMMENTS

Focus on TC & limit in SW Village. OK road status at centres as appropriate with Claremont Baths.

incentivise retaining heritage packages.

Support character.

retain village centre packages.

set back.

Management of traffic with increased development.

Q3 The environmental and landscape characteristics are enhanced through additional green street connections. Do you have any comments on this approach?

COMMENTS

Tree masterplan - ensuring significant trees & canopy.

get people walking along the River.

Claremont Baths

Fare Lane Gintee

Native trees. Not Plane trees.

Q4 Enhancement of the key movement network connections for vehicles, cyclists and pedestrians have been identified. Do you agree with their location?

COMMENTS

- Lower Speed. Variable Speed controls. extend school zone.
- Consider parking system. - comfortable.
- support bridging but shouldn't mean highway traffic speeds up should be at grade/median. think about multi generational activity.
- Collaborate with schools - run a CAT system
- support link between River & L. Claremont.
- some support for Terhis
- cycle way along river.
- separate foot cyclists from roads



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CLAREMONT
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AREA 5: EAST OF BAY VIEW TERRACE AND AROUND CLAREMONT TRAIN STATION CHARACTER STATEMENT

Character Statement Area 5: An eclectic mix of heritage elements and fine grain land uses supported by an exciting network of laneways creating a unique 'village feel' characteristic in the Centre.
a must.

Q1 CHARACTER STATEMENT FEEDBACK

COMMENTS

Supported by all groups.
Village feel a must.

Q2 RESPONSE TO VISION IMAGERY

COMMENTS

laneways think about Universal access

Q3 SCENARIO PLAN FEEDBACK

COMMENTS

✓✓ Support for laneway format - needs activation ^{terraces} ^{overland}.

Support for dev above & below BUT.

Height towards S Highway. potential to expand Business hub.

baseline parking Tourist attraction

→ Extend laneways which connect to Quay & SH. 8 stories
over SH.

✓ BUT 4 stories above, on top of 5 story.

cross railway with ped & cycle access integrated.

open spaces within laneways. set backs. safety & surveillance.

✗ not just a wall of development. set backs. set which are meaningful & with purpose.

increase greening landscape. Bridge a building over the railway.

market, eg: Paddington &dney



AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER CHARACTER STATEMENT

Character Statement Area 6: The vibrant and active town centre with a diversity of land uses that supports a day and night economy with opportunities to enhance community spaces and pedestrian comfort with a strengthened landscape/public realm.

Q1 CHARACTER STATEMENT FEEDBACK

COMMENTS

Comp 1 support & Green. Green 3
add in connected & flowing.
too wardy.
recognise it is a residential area.

Q2 RESPONSE TO VISION IMAGERY

COMMENTS

Think about red safety / like T Sq. images ✓
Support Greenway ✓

Q3 SCENARIO PLAN FEEDBACK

COMMENTS

Scenario
→ Expand T Sq. Greener. ✓ expand other side of street. & define more traditional shape. - go back further. - link to church & green trees. | county mb. | hygon st.

Consider other needs for accommodation, - pocket park - public realm. - land uses that the town needs. - children's play area.

Principle of extra height. understood but identify heights
- tall & narrow
- forms in a green space
- vertical mix.

Typical - Green space with new development.

clearer architecture - compatible with heritage - theme
varied.
articulated.
landscape on structure.

perhaps
event spaces..

other uses. shorter in.
hotel theatre.
cinemas. - underground. open air.
roof tops / bars. / community spaces.

interesting...
York, UK

Typical.
- ~~street lane~~ opportunity for SH cross over. to Avon Way. centre over railway.

Bridge integrated through building - activated - lifts down to different spots.

24hr full access.

Upgrade the character interface with city.

BVT re-anchors rest places.

Centre sq. is underused

Claremont Design Principles

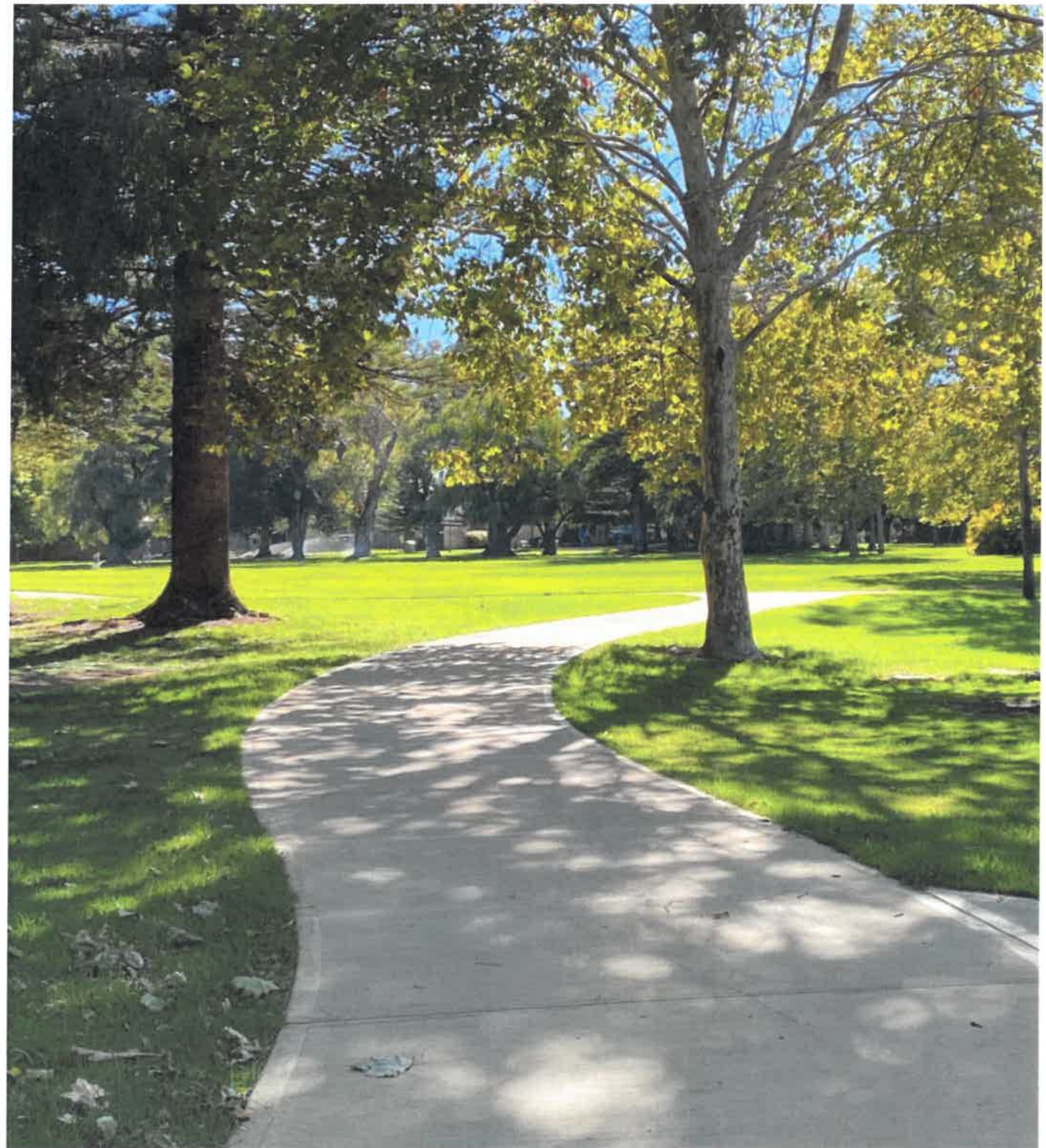
Responding to Community engagement and vision setting:

- Protect and celebrate environmental and public parkland assets

encourage natives
trees + street level



get maintain discuss of wildlife



Exercise 1 – Town of Claremont Scenario

of Swanbourne

- Maintain and enhance village character for Claremont Town



Exercise 1 - Town of Claremont Scenario

- Diversify town centre land uses to achieve an active and sustainable town centre with destination status

leveraging heritage, assets natural
environment targets
vibrant
businesses that flourish
economic environment
demographic
age
cultural
ability



MB

? don't agree - ? limit density to
consider
why not include in
residential design
issue is current plan
codes

Exercise 1 – Town of Claremont Scenario

- Development to be appropriate to its context and location - appropriate development in appropriate locations and sensitive to established development

not affecting heritage buildings
& appropriate density → around public / transport corridors
aware of overshadowing impacts

ie units for people
starting out
& those
downsizing.



Exercise 1 – Town of Claremont Scenario

- Provide **safe and pleasant pedestrian** connections to key destinations
- Achieve **convenient and safe pedestrian** passage over Stirling highway and train line

cycleways (shade)

school access at peak times



*Consider lighting for safety BMT
must respect light pollution @ overnight*



lighting is not essential for safety

MPB

Exercise 1 – Town of Claremont Scenario

- Future development to **respond to and interface with Heritage elements** respectively and appropriately

modern sensitive.



✓



Exercise 1 – Town of Claremont Scenario

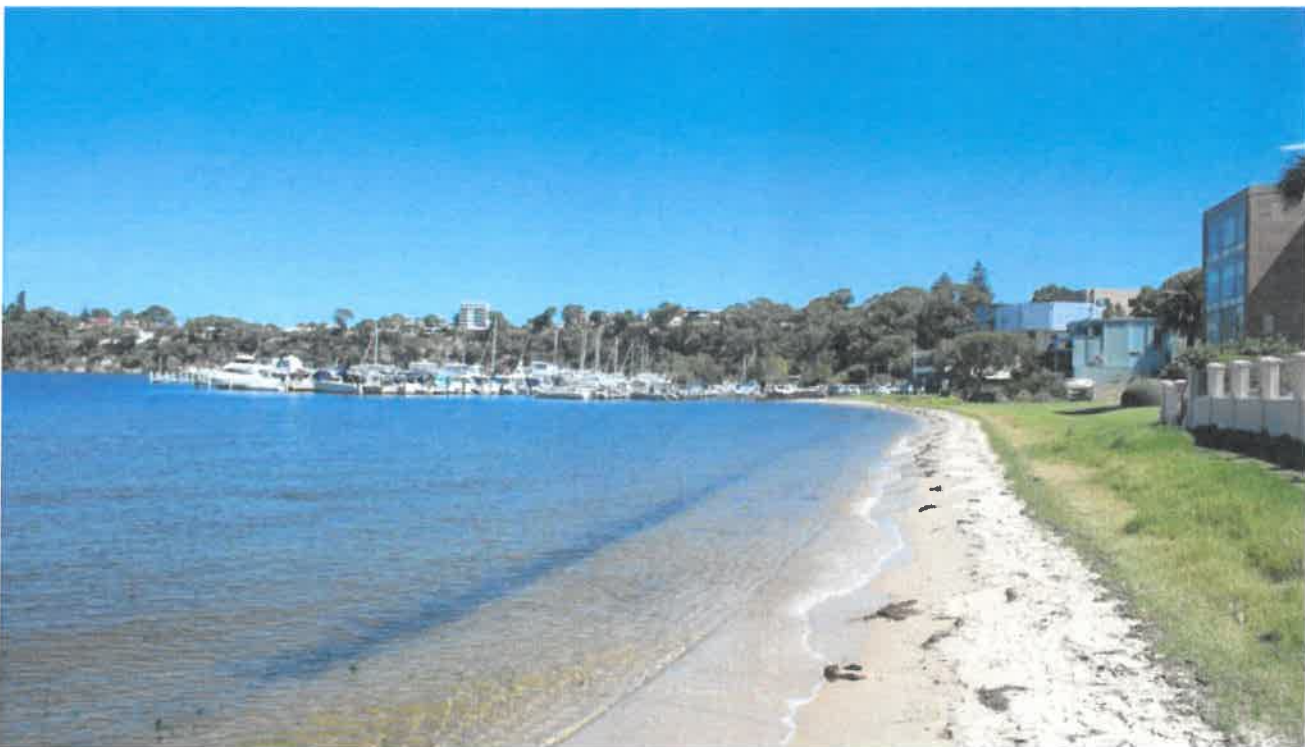
Claremont Design Principles

Responding to Community engagement and vision setting:

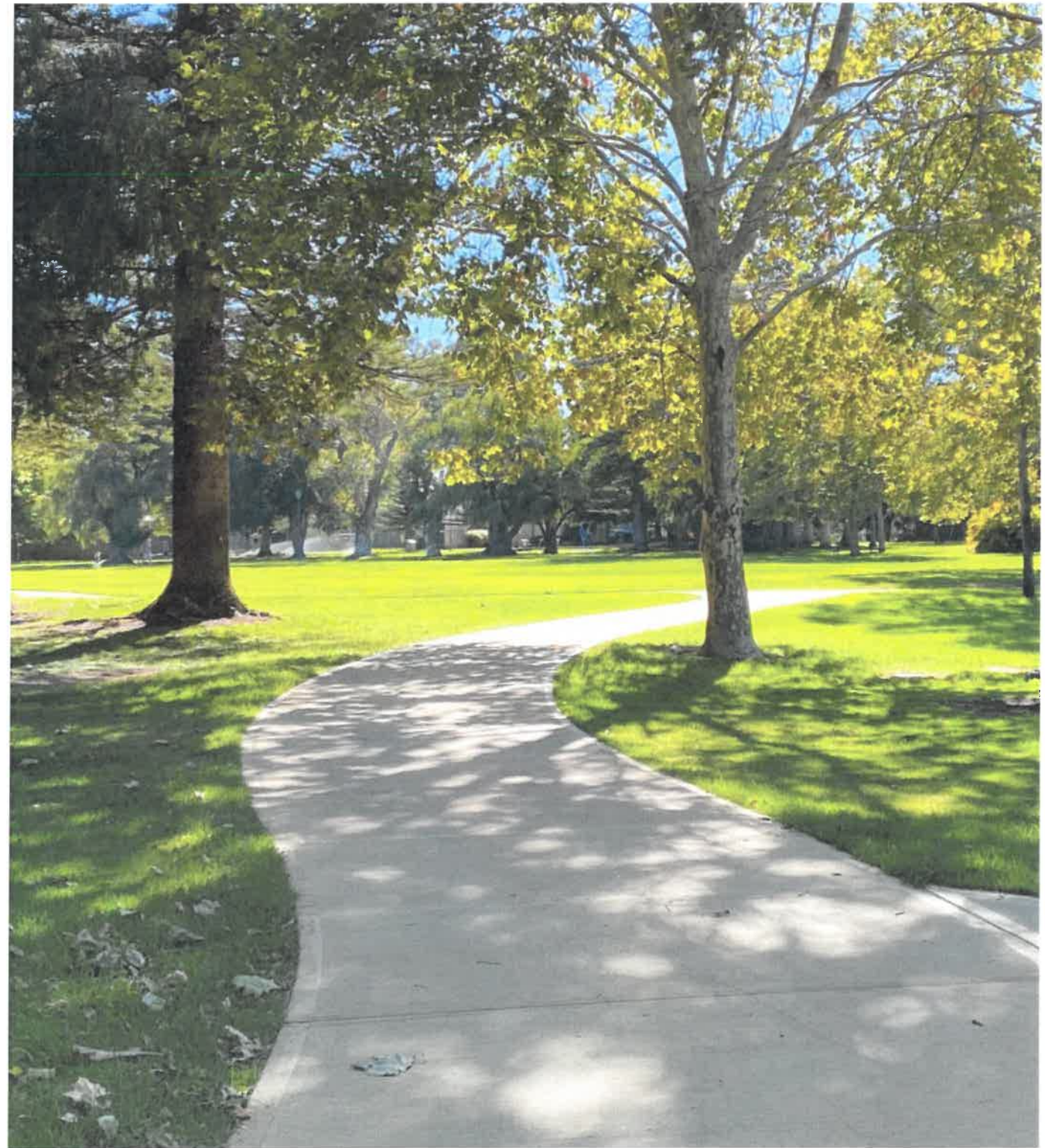
- **Protect and celebrate environmental and public parkland assets**



environmental
asset
✓
✓
Not
windy ✓
X
PEOPLE
WALK IN
STRAIGHT
LINES ✓



Trees X
needed
Some
needs ✓



✓
✓
✓
✓

Exercise 1 – Town of Claremont Scenario

- Maintain and enhance village character for Claremont Town



✓

✓
✓
x



✓
✓
✓



✓

colonnades ✓

Make sure that foot path is clear of tables, chairs etc.

Exercise 1 – Town of Claremont Scenario

- Future development to **respond to and interface with Heritage elements** respectively and appropriately



Cut out
Pedestrian
crossings
great

more setback
here



more
set back
here



Exercise 1 – Town of Claremont Scenario

- Provide **safe and pleasant pedestrian** connections to key destinations
- Achieve **convenient and safe pedestrian** passage over Stirling highway and train line



Reduce traffic speed



Wheelchair Ramps?



make an artistic statement

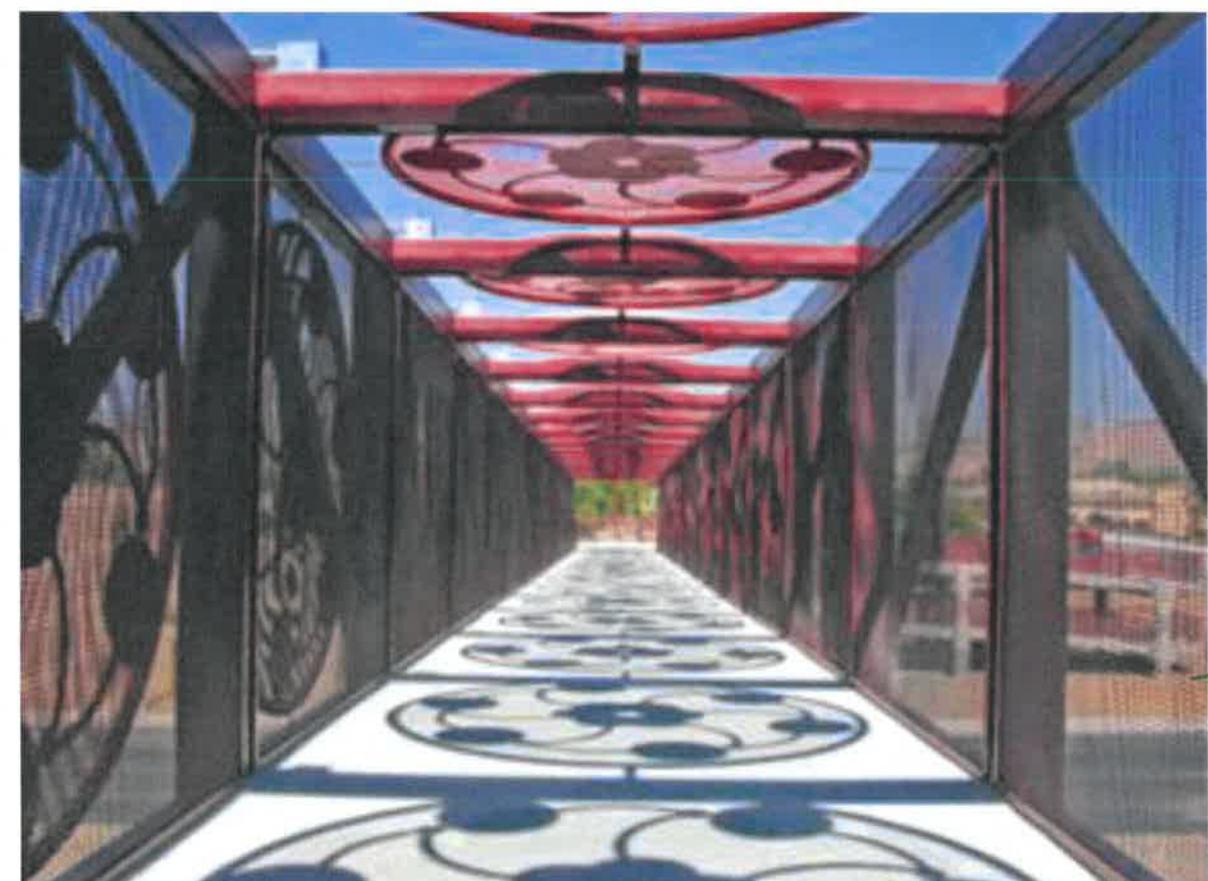
lift stairs?



More articulation landscaping on structure more green

more setback

No Small Brick foot path.



is this covered?

Exercise 1 – Town of Claremont Scenario

- Development to be appropriate to its context and location - **appropriate development in appropriate locations and sensitive to established development**



✓ Communal spaces on roof.



✓ landscaping on structure roofs.



Vertical green? ✓

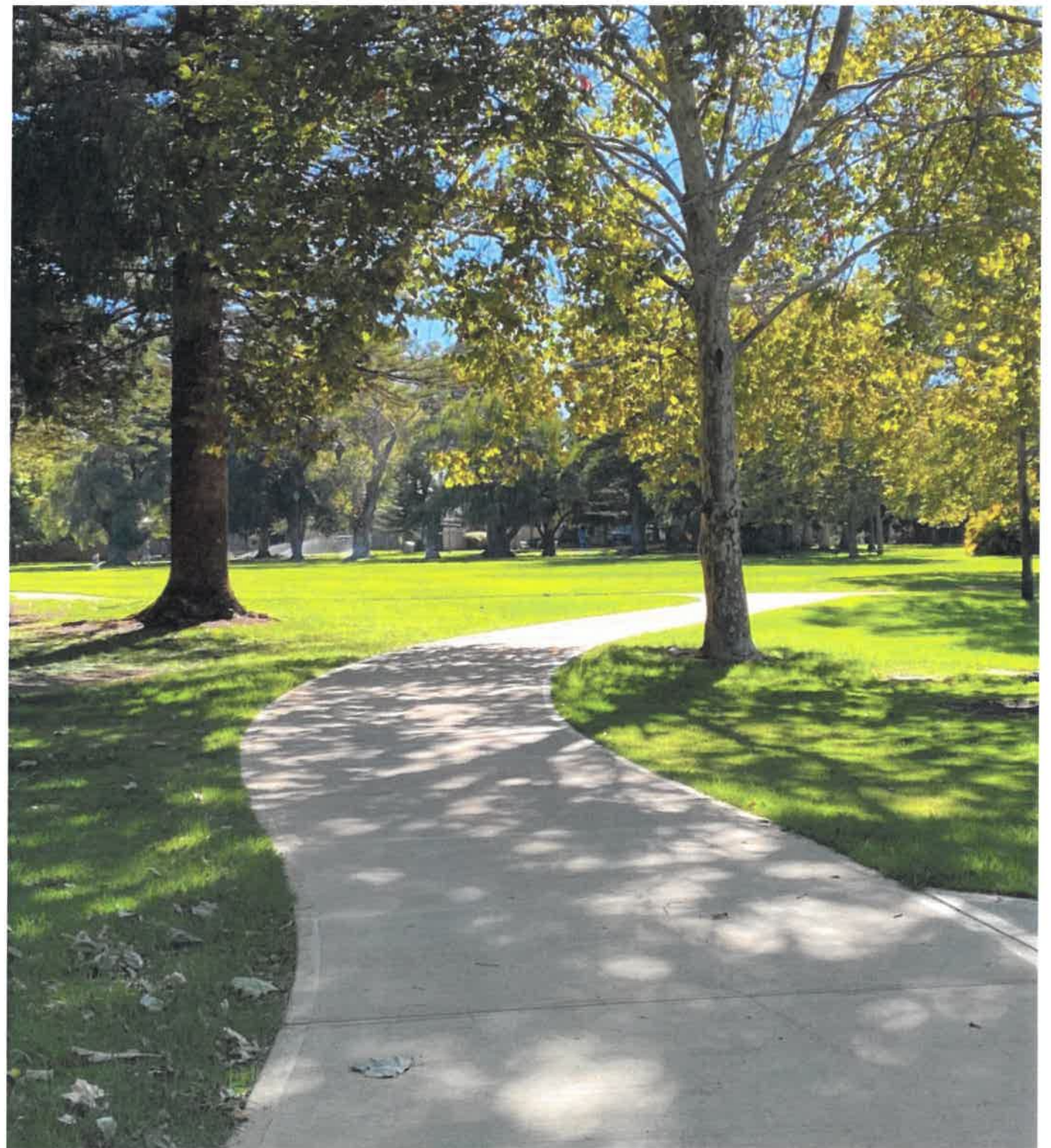
Full deciduous Street trees

Exercise 1 – Town of Claremont Scenario

Claremont Design Principles

Responding to Community engagement and vision setting:

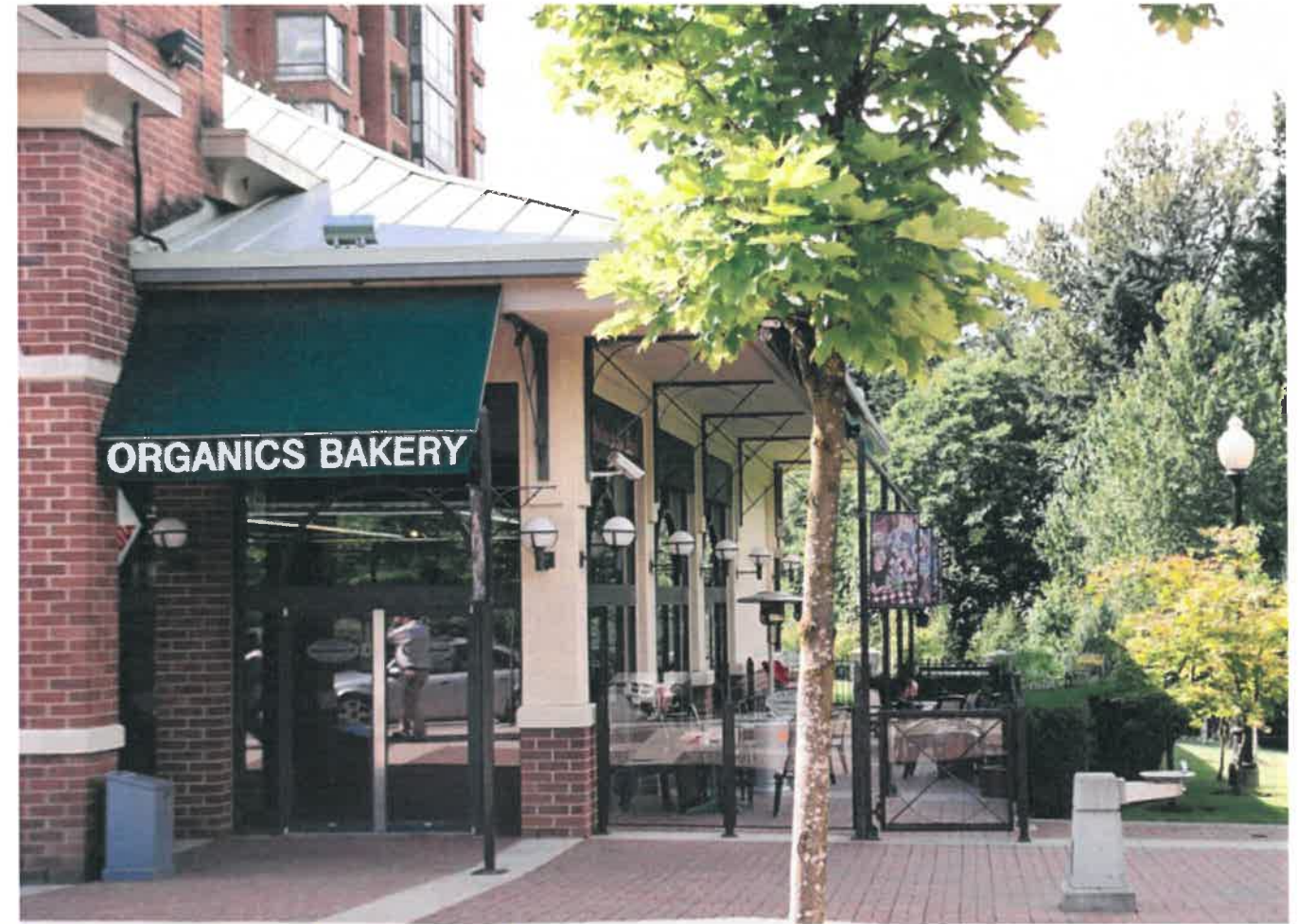
- Protect and celebrate **environmental** and **public parkland** assets



✓
Foreline
Advisory
Committee

Exercise 1 – Town of Claremont Scenario

- Maintain and **enhance village character** for Claremont Town



Exercise 1 – Town of Claremont Scenario

- Provide **safe and pleasant pedestrian** connections to key destinations
- Achieve **convenient and safe pedestrian** passage over Stirling highway and train line



Exercise 1 – Town of Claremont Scenario

- Future development to **respond to and interface with Heritage elements** respectively and appropriately



Exercise 1 – Town of Claremont Scenario

- Diversify town centre land uses to achieve an active and sustainable town centre with destination status



Exercise 1 – Town of Claremont Scenario

- Development to be appropriate to its context and location - **appropriate development in appropriate locations and sensitive to established development**

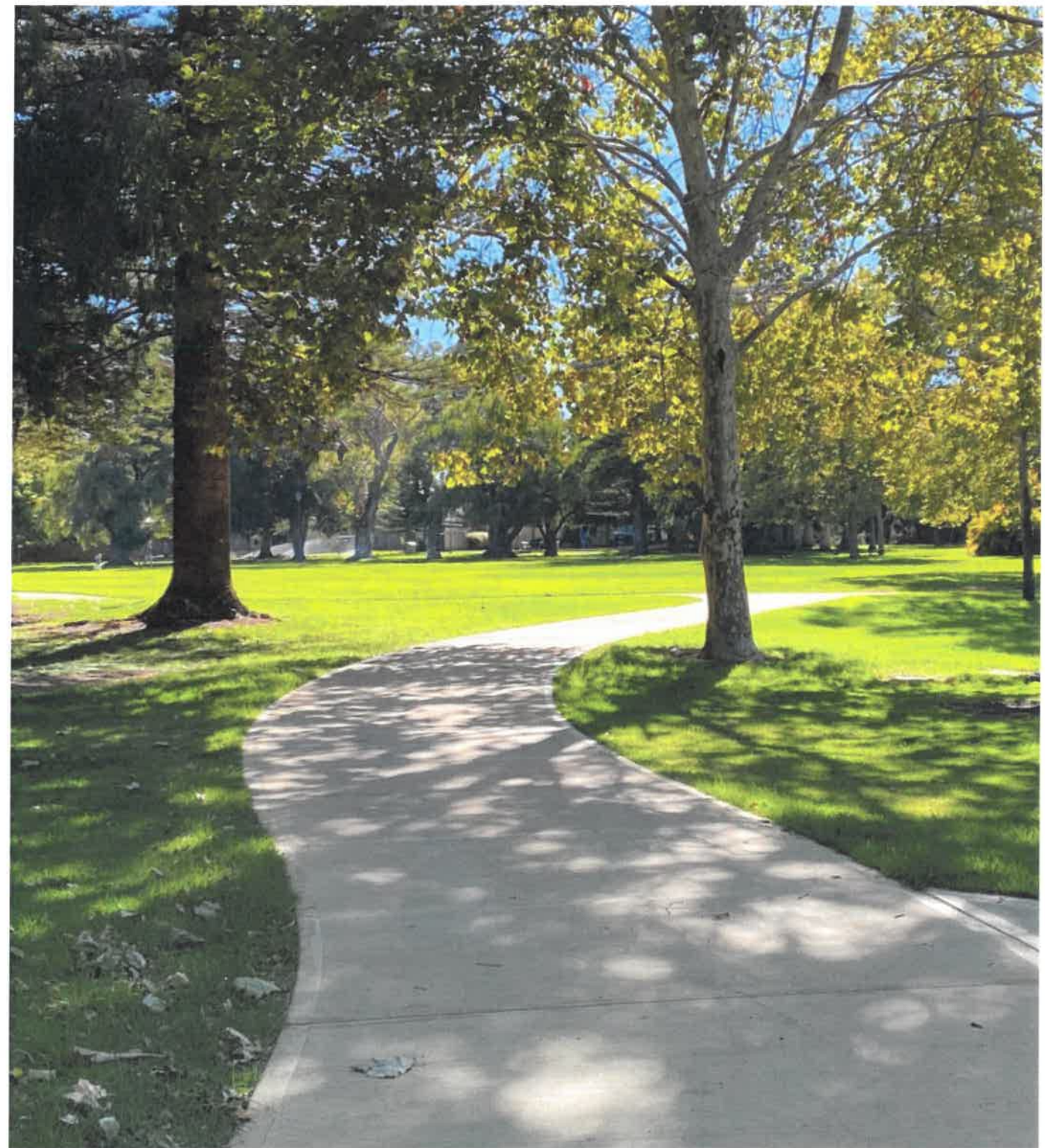


Exercise 1 – Town of Claremont Scenario

Claremont Design Principles

Responding to Community engagement and vision setting:

- **Protect and celebrate environmental and public parkland assets**



T3.
Developing green belts
for bird use - flora / fauna
some 'skinny' corridors in
place - need more density.

Exercise 1 – Town of Claremont Scenario

- Maintain and **enhance village character** for Claremont Town



Exercise 1 – Town of Claremont Scenario

- Diversify town centre land uses to achieve an active and sustainable town centre with destination status

. concern over car dominance T3.
. active edges to streets. !!!
+ square.



Development areas to consider:
* Shops south of Queen Ave, facing Hungry Jacks - poor architecture
* Office/commercial area north to tyre shop on Guger St. - poor architecture.
* Shops facing Hungry Jacks on east side - poor architecture.

Improved street lighting should not mean bright light - interferes with bird navigation + insect movement.



take cars out of centre

Exercise 1 – Town of Claremont Scenario

- Development to be appropriate to its context and location - **appropriate development in appropriate locations and sensitive to established development**



Exercise 1 – Town of Claremont Scenario

- Development to be appropriate to its context and location - appropriate development in appropriate locations and sensitive to established development

Heritage housing

Development scaling down from the highway



Exercise 1 – Town of Claremont Scenario

- **Diversify town centre land uses** to achieve an active and **sustainable** town centre with destination status

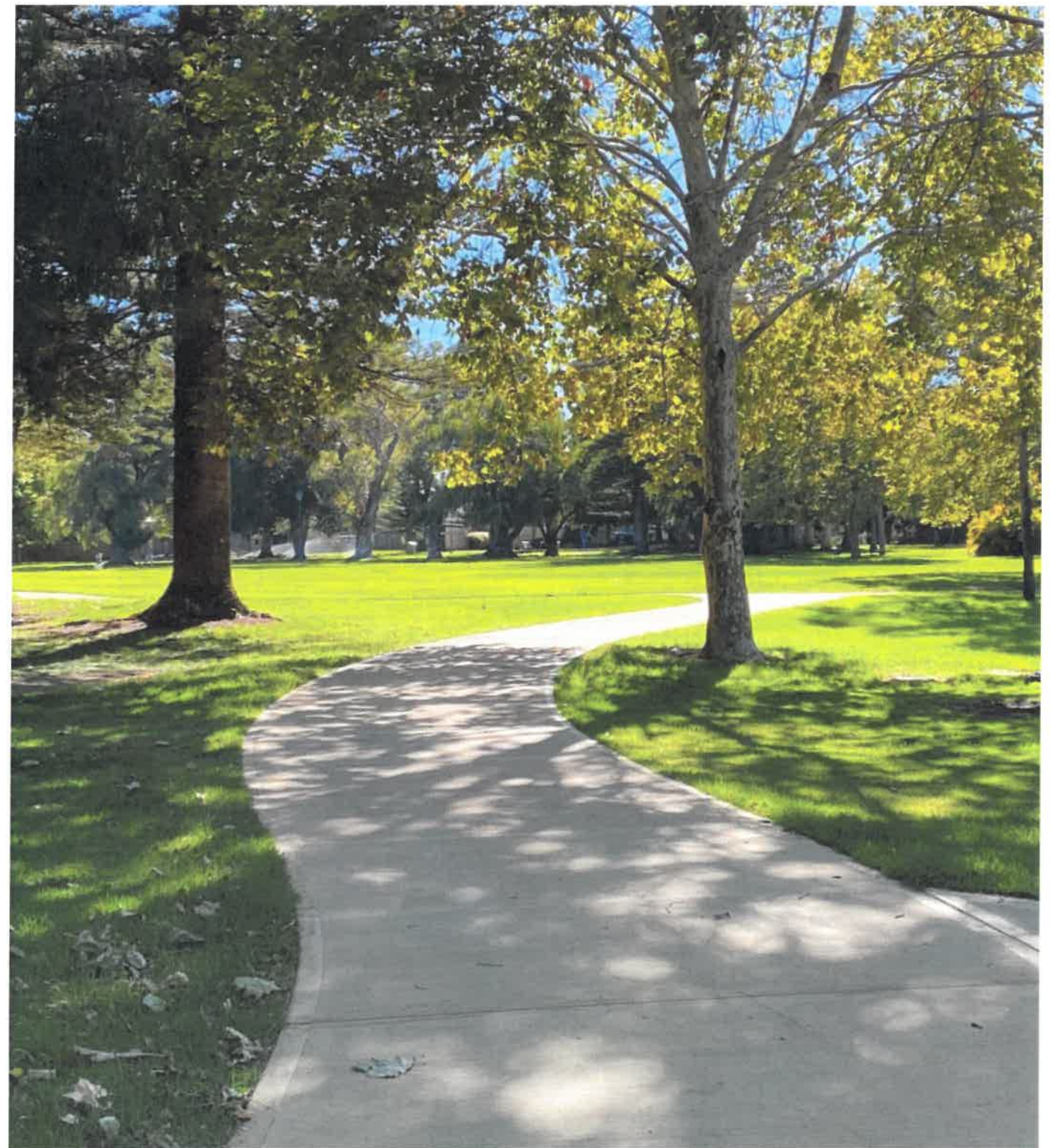
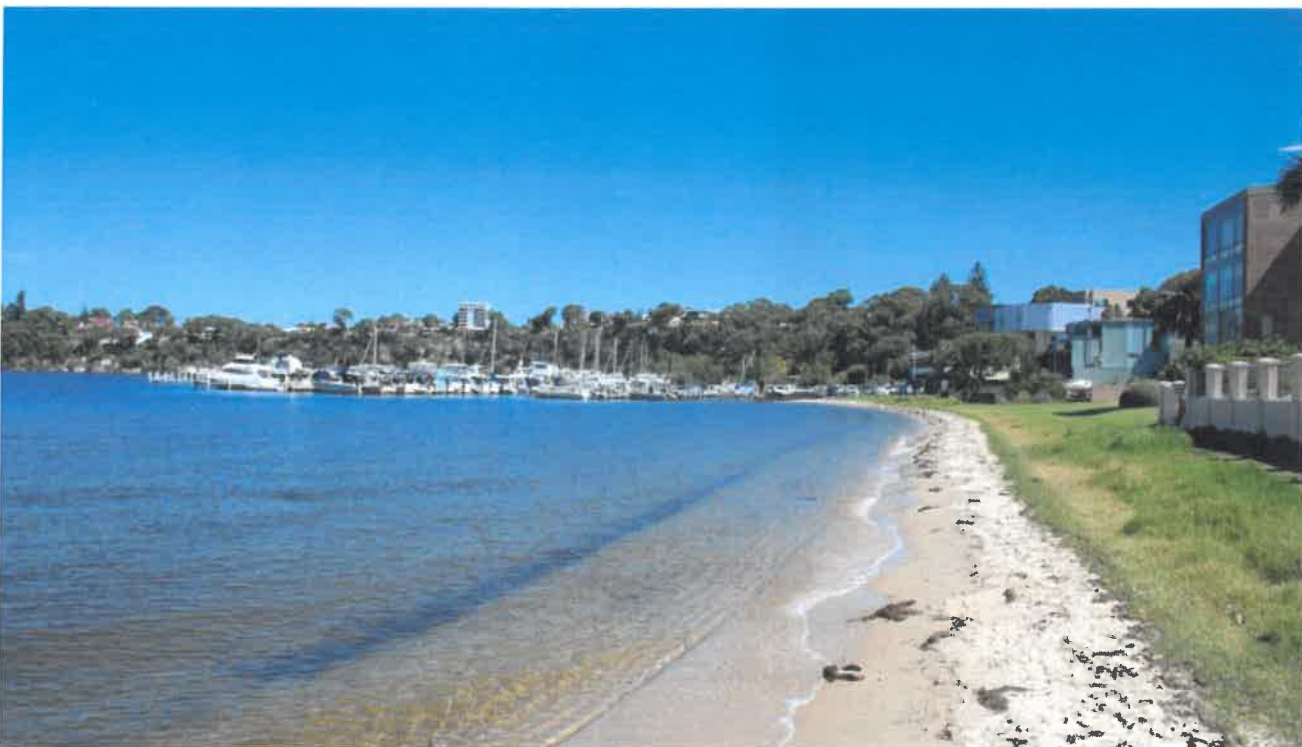


Exercise 1 – Town of Claremont Scenario

Claremont Design Principles

Responding to Community engagement and vision setting:

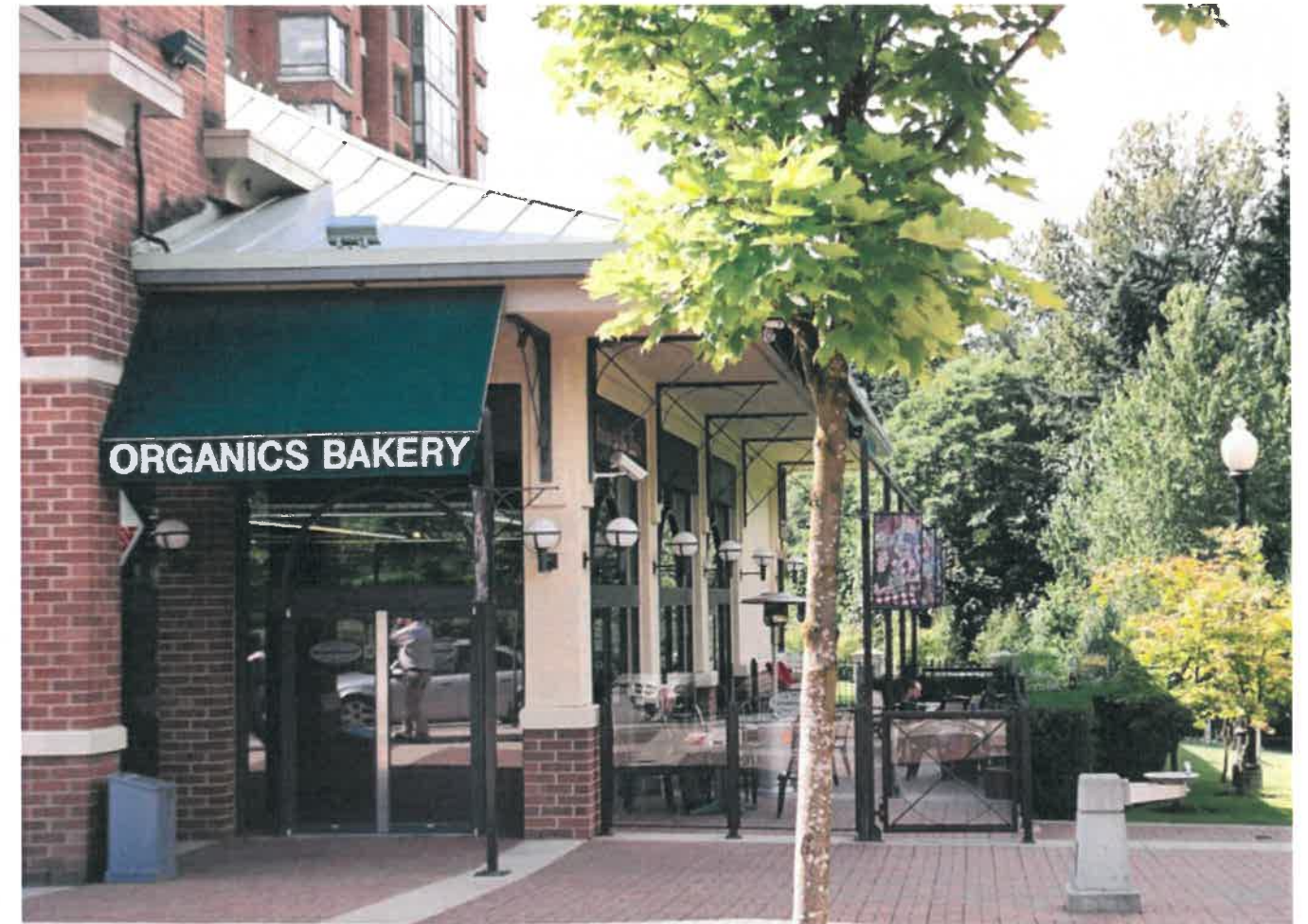
- Protect and celebrate **environmental** and **public parkland assets**



Public Parkland
←

Exercise 1 – Town of Claremont Scenario

- Maintain and enhance village character for Claremont Town

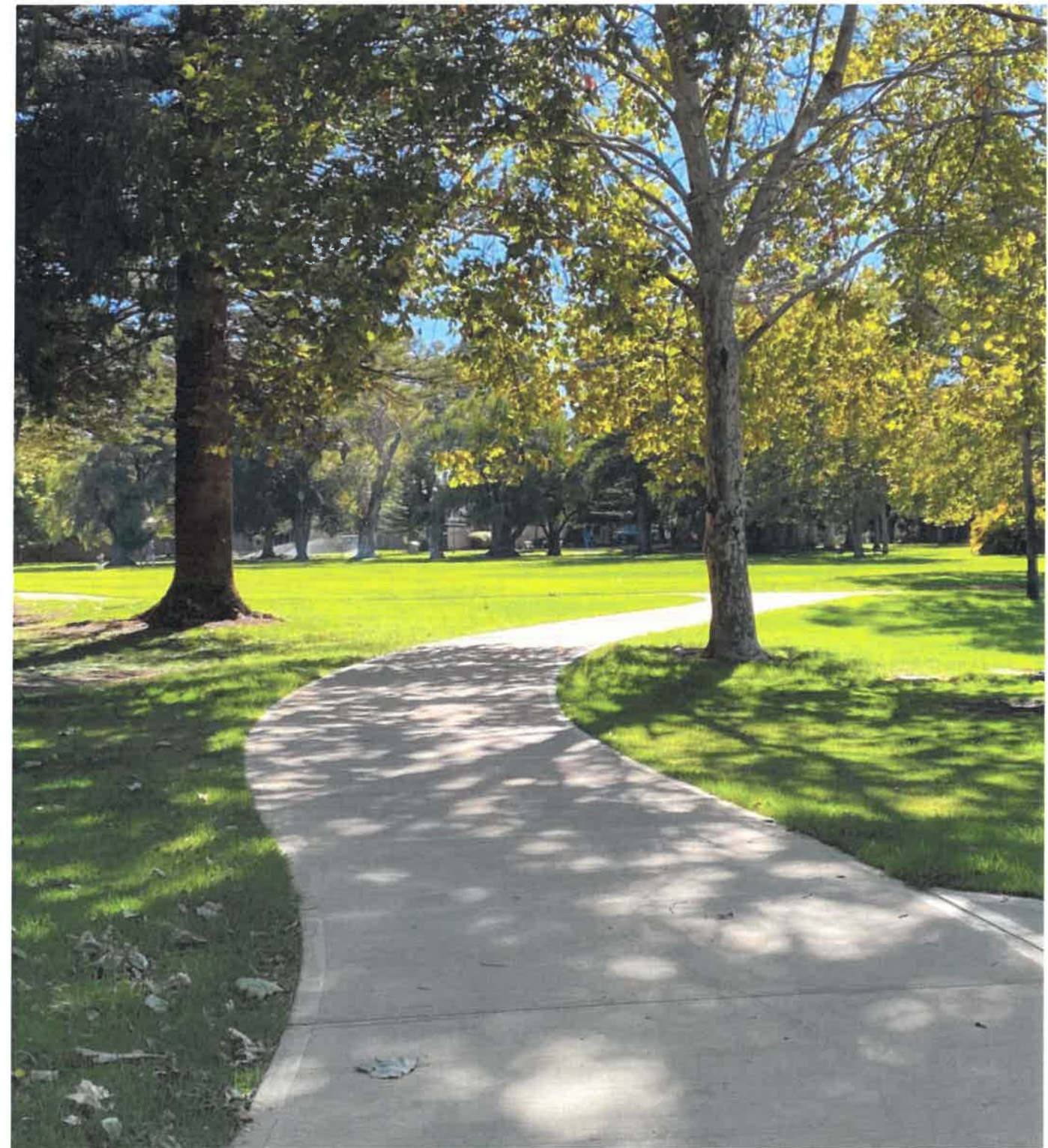


Exercise 1 – Town of Claremont Scenario

Claremont Design Principles

Responding to Community engagement and vision setting:

- Protect and celebrate **environmental** and **public parkland** assets



Exercise 1 – Town of Claremont Scenario

- Maintain and enhance village character for Claremont Town



Exercise 1 – Town of Claremont Scenario

- Provide **safe and pleasant pedestrian** connections to key destinations
- Achieve **convenient and safe pedestrian** passage over Stirling highway and train line



Exercise 1 – Town of Claremont Scenario

- Future development to **respond to and interface with Heritage elements** respectively and appropriately

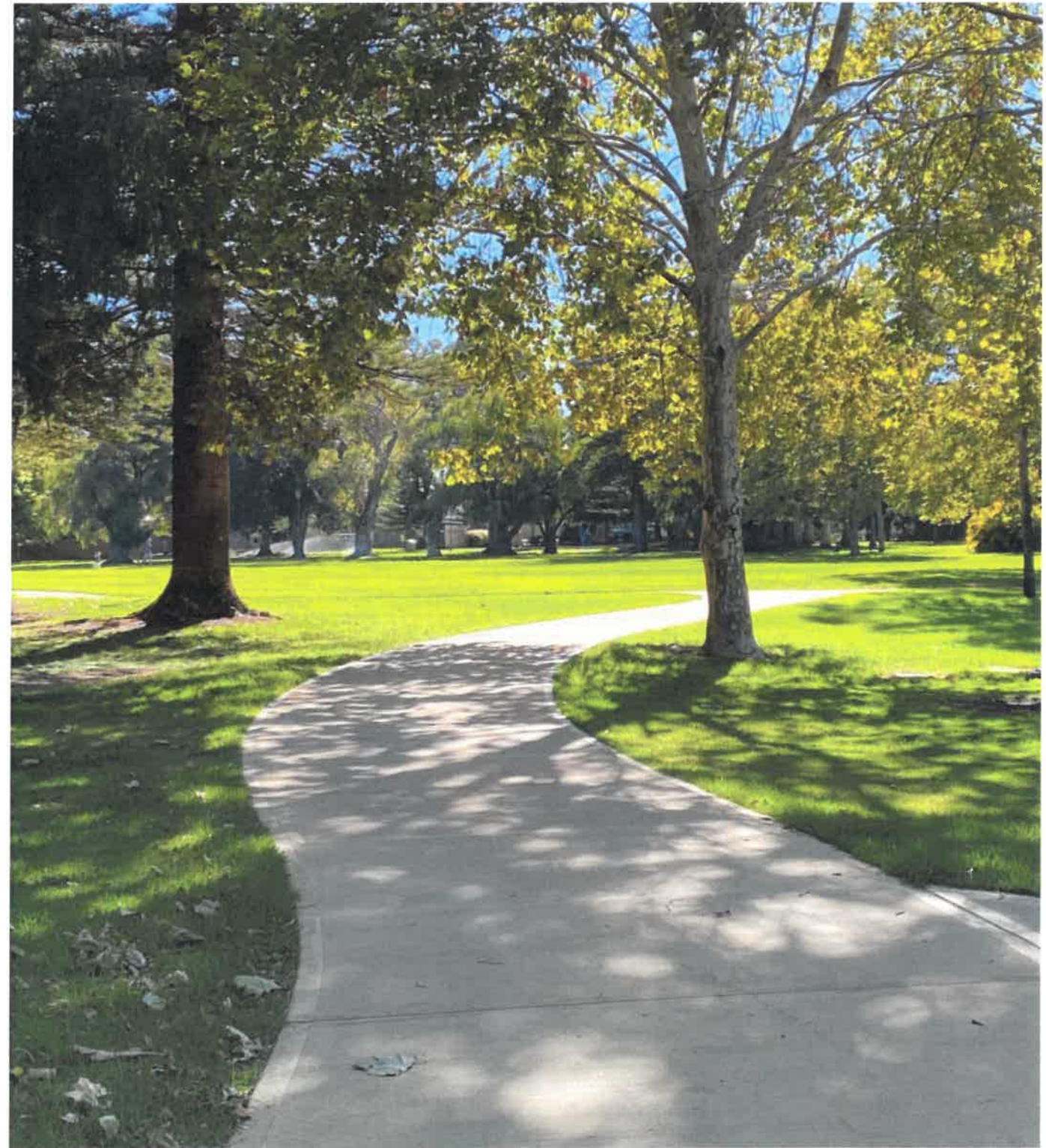


Exercise 1 – Town of Claremont Scenario

Claremont Design Principles

Responding to Community engagement and vision setting:

- **Protect and celebrate environmental and public parkland assets**



Exercise 1 – Town of Claremont Scenario

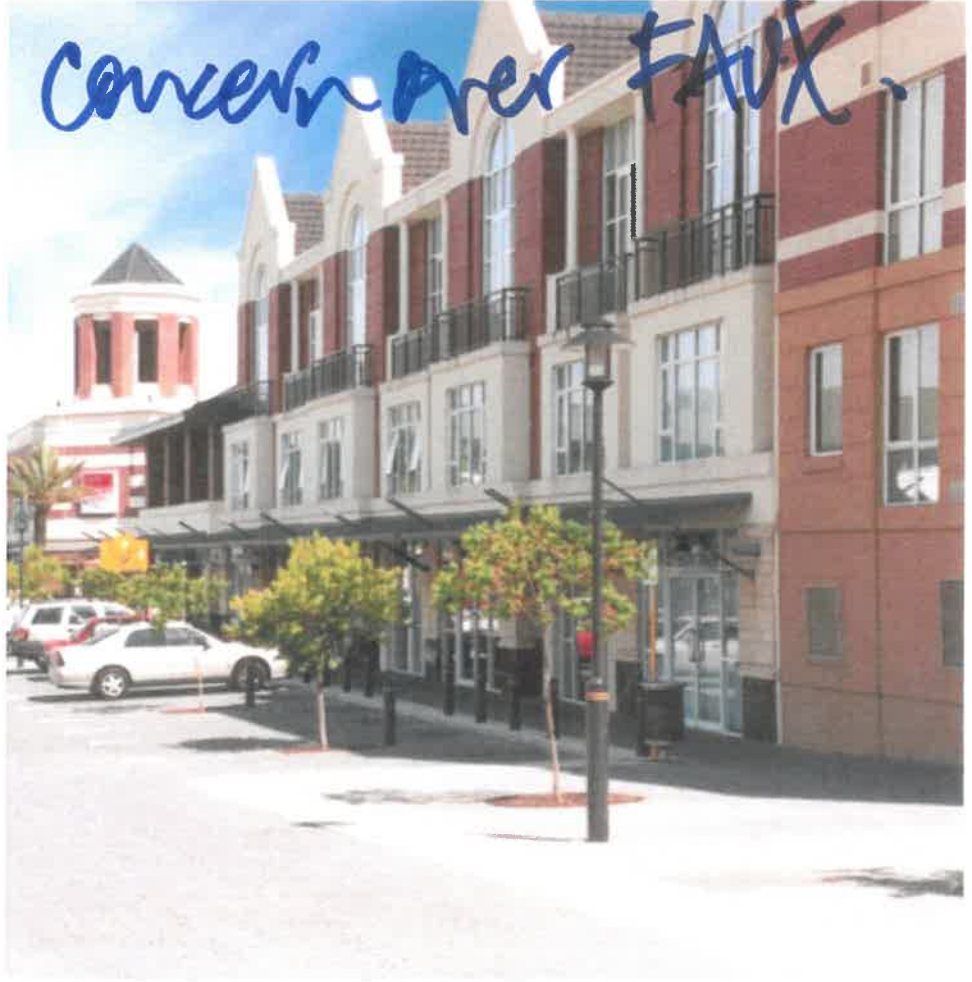
- Maintain and enhance village character for Claremont Town

Bring Back the Village Feel



Exercise 1 – Town of Claremont Scenario

- Future development to **respond to and interface with Heritage elements** respectively and appropriately



Exercise 1 – Town of Claremont Scenario

- Provide **safe and pleasant pedestrian** connections to key destinations
- Achieve **convenient and safe pedestrian** passage over Stirling highway and train line



Exercise 1 – Town of Claremont Scenario

- Provide **safe and pleasant pedestrian** connections to key destinations
- Achieve **convenient and safe pedestrian** passage over Stirling highway and train line



*away from
Stirling - tunnel*



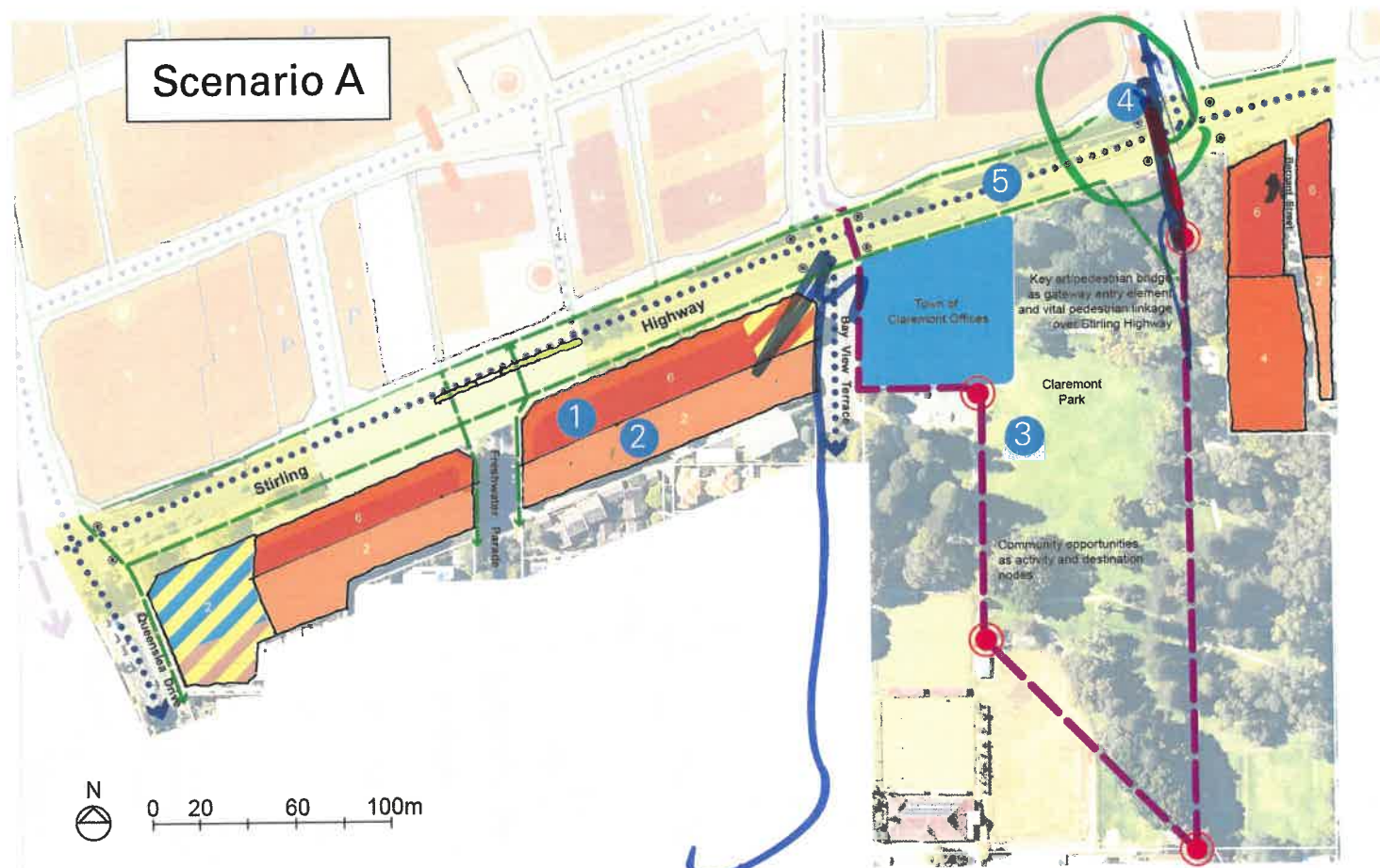
Exercise 1 – Town of Claremont Scenario

- Future development to **respond to and interface with Heritage elements** respectively and appropriately

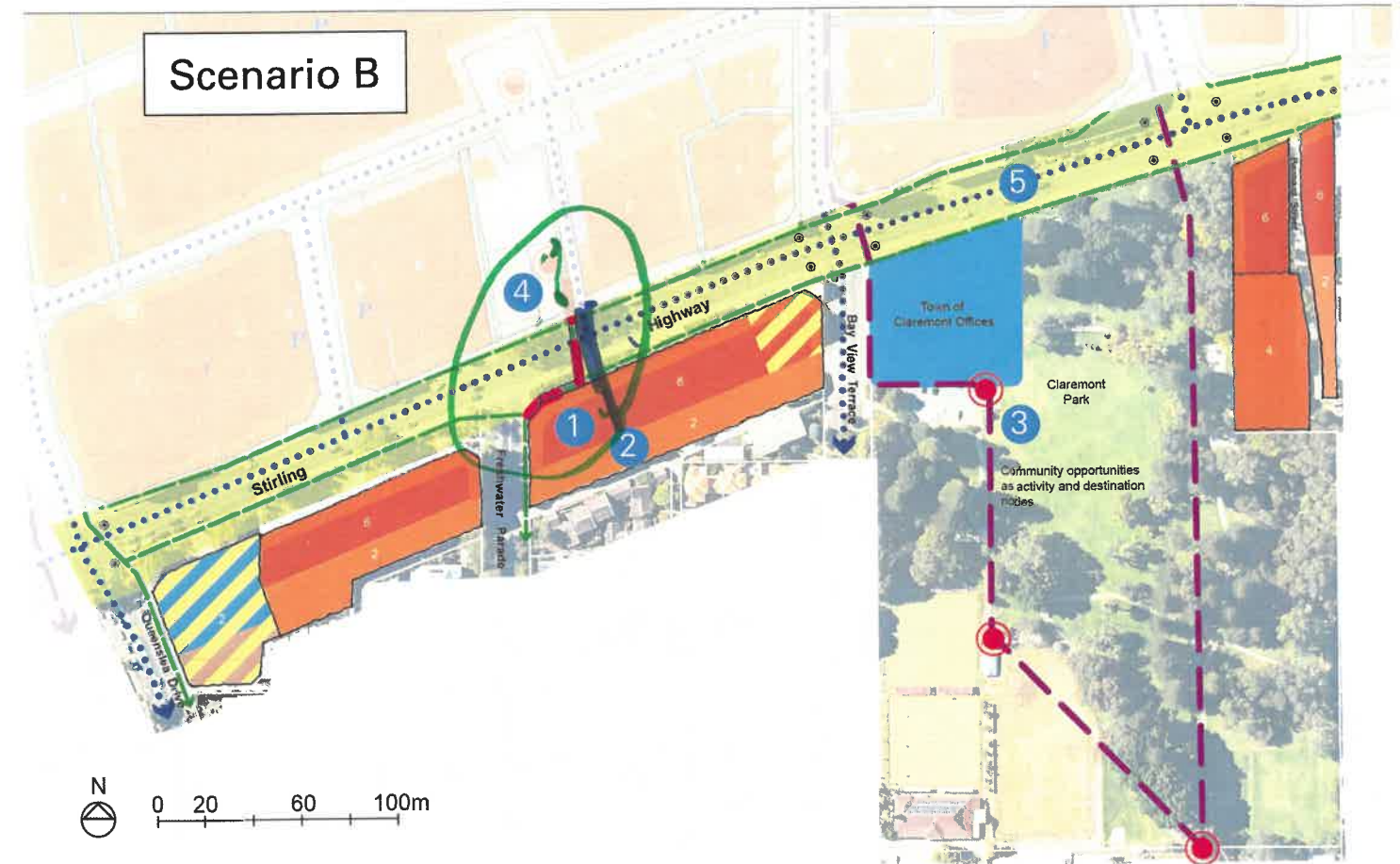


AREA 2: SOUTH OF STIRLING HIGHWAY CHARACTER STATEMENT

Capitalising on proximity to Stirling Highway public transport and comfortable access to the Town Centre; with diverse residential typologies and revitalized community uses and parks.



Walk Prv.



- 1 Building heights along Stirling Highway consistent with LDP
- 2 Building height transition within the lot - example for consideration
- 3 Opportunity for community node near Town of Claremont Administration buildings
- 4 Various opportunities and locations for potential improvements to Stirling Highway pedestrian and cycle crossings (bridge, at grade, median refuge, various locations)
- 5 Gateway landscape opportunities

AND GREEN SPACES/TREES

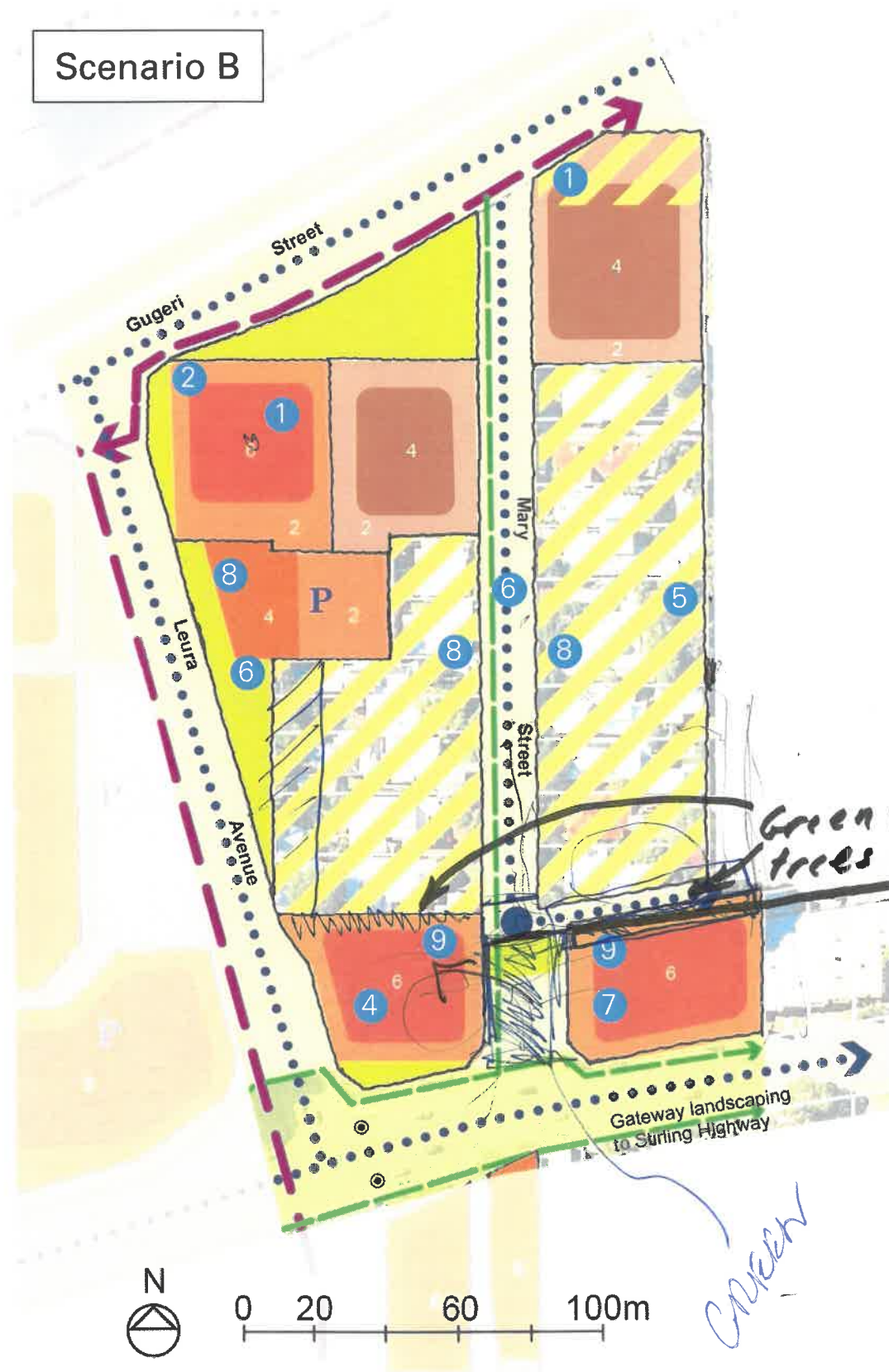
AREA 1: MARY STREET / EAST OF LEURA AVENUE CHARACTER STATEMENT

Protection of established heritage homes and properties in landscaped setting on the fringe of the Town Centre with some opportunities for revitalisation near the Train Station and Stirling Highway to be sensitively integrated.

+ RESPECT.

Scenario A

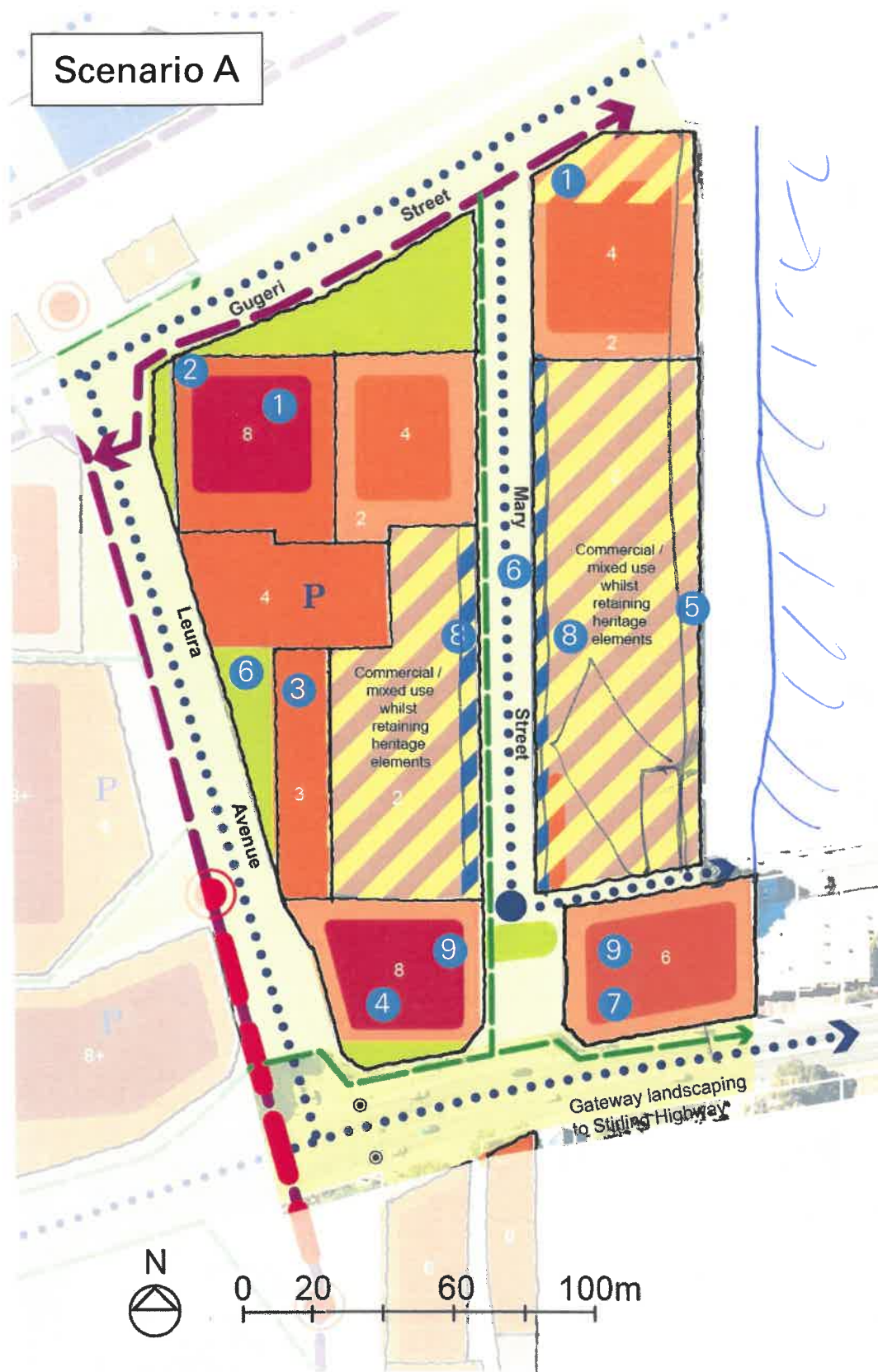
Scenario B



- 1 Considerations for development height and intensity along Gugeri St
- 2 Considerations for height and intensity in relation to/proximity to the Train Station
- 3 Consider rear of property development at interface with Leura Ave
- 4 Opportunity for significant corner development on 'Adairs' site
- 5 Rear access to properties on Mary St (east)
- 6 Preferences for mature tree retention along Leura Ave and Mary St
- 7 Building heights along Stirling Highway consistent with LDP
- 8 Mary St heritage and character retention/no change to current/important interface sensitivity considerations
- 9 Separating highway lot access from residential lot access

AREA 1: MARY STREET / EAST OF LEURA AVENUE CHARACTER STATEMENT

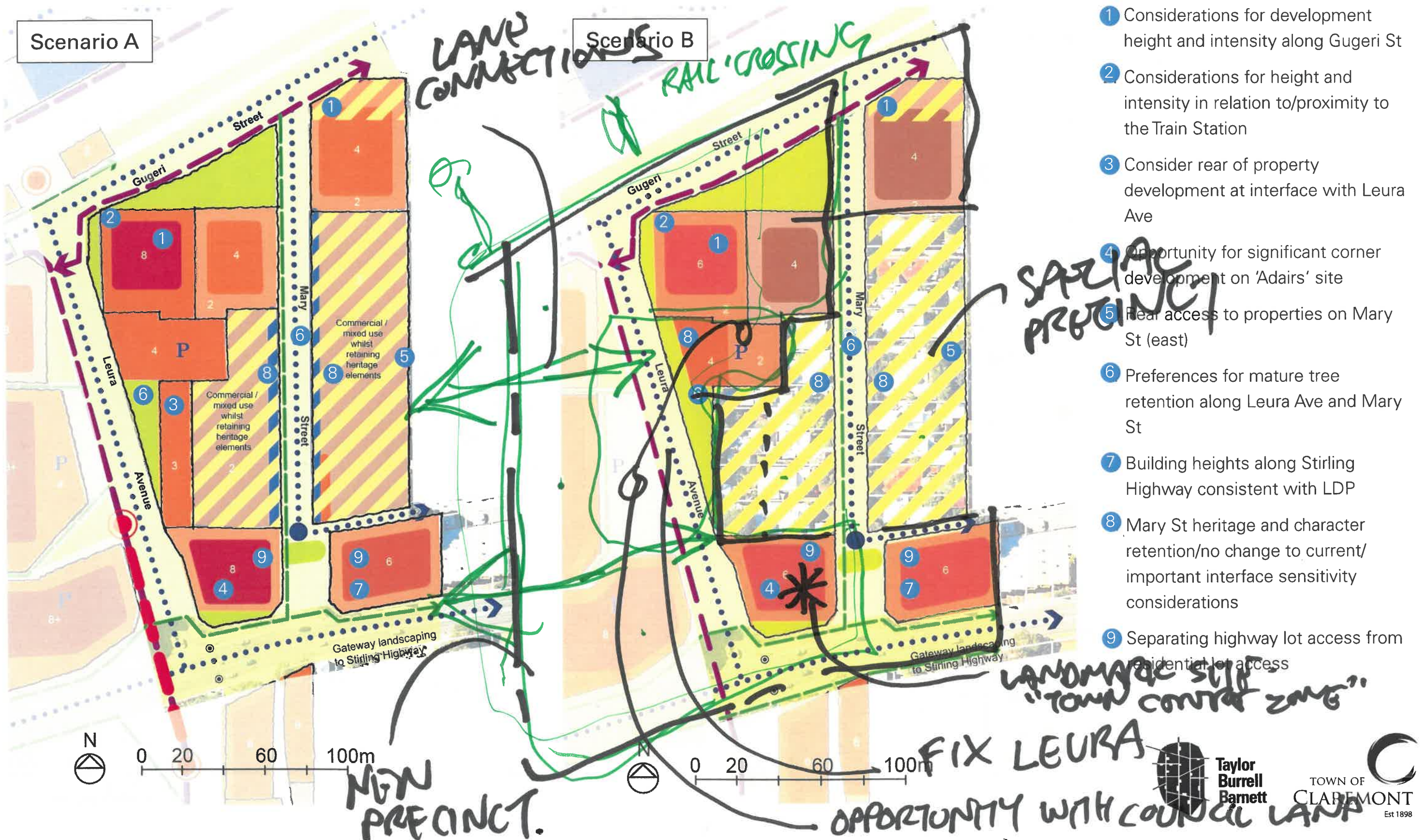
Protection of established heritage homes and properties in landscaped setting on the fringe of the Town Centre with some opportunities for revitalisation near the Train Station and Stirling Highway to be sensitively integrated.



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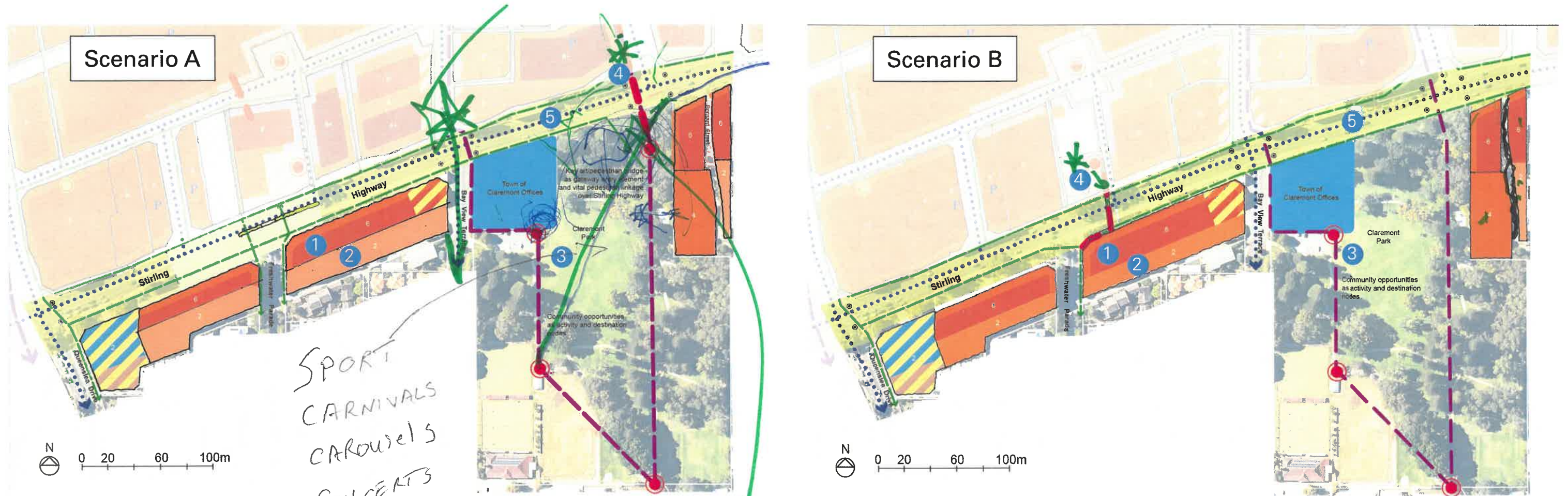
AREA 1: MARY STREET / EAST OF LEURA AVENUE CHARACTER STATEMENT

Protection of established heritage homes and properties in landscaped setting on the fringe of the Town Centre with some opportunities for revitalisation near the Train Station and Stirling Highway to be sensitively integrated.



AREA 2: SOUTH OF STIRLING HIGHWAY CHARACTER STATEMENT

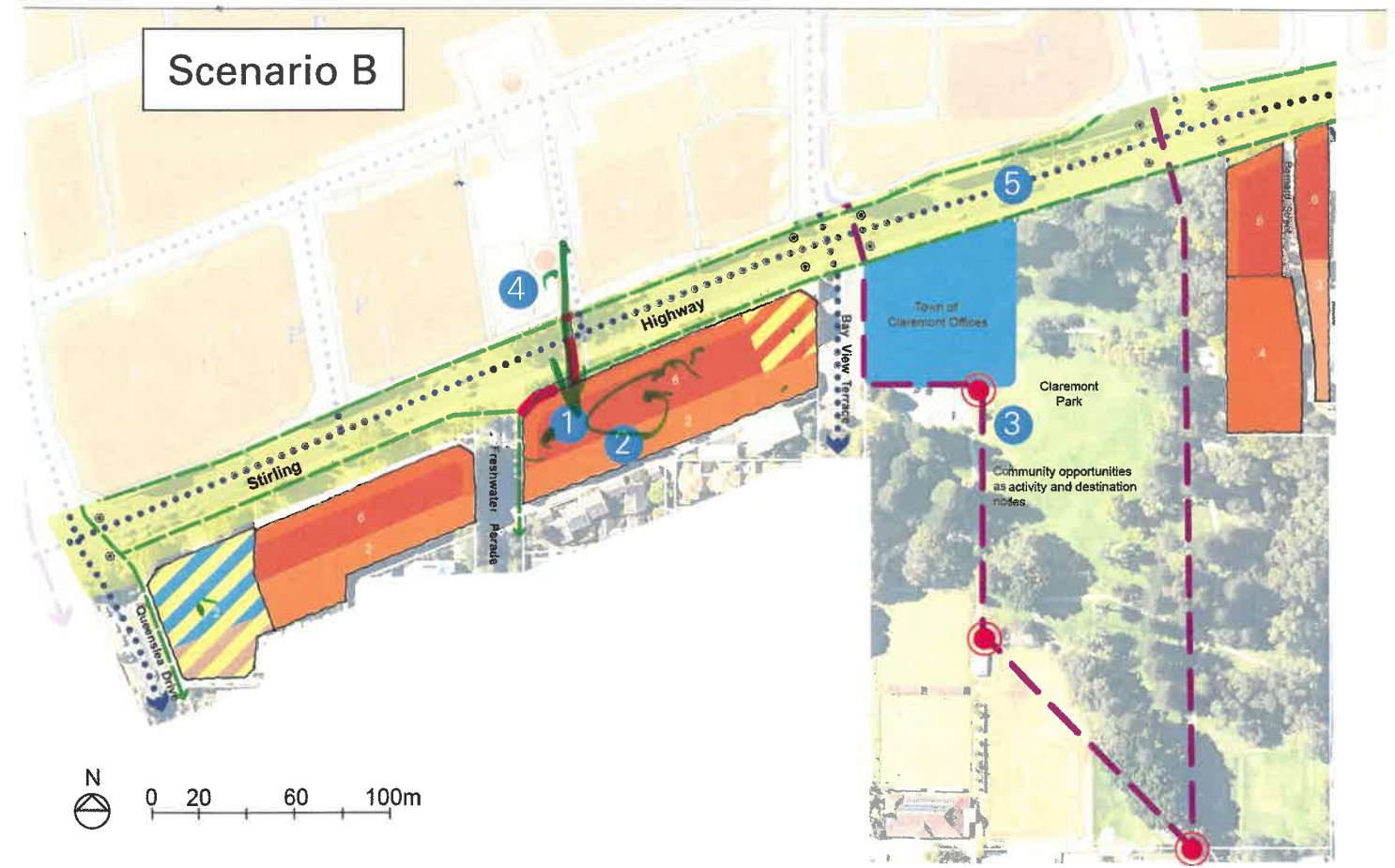
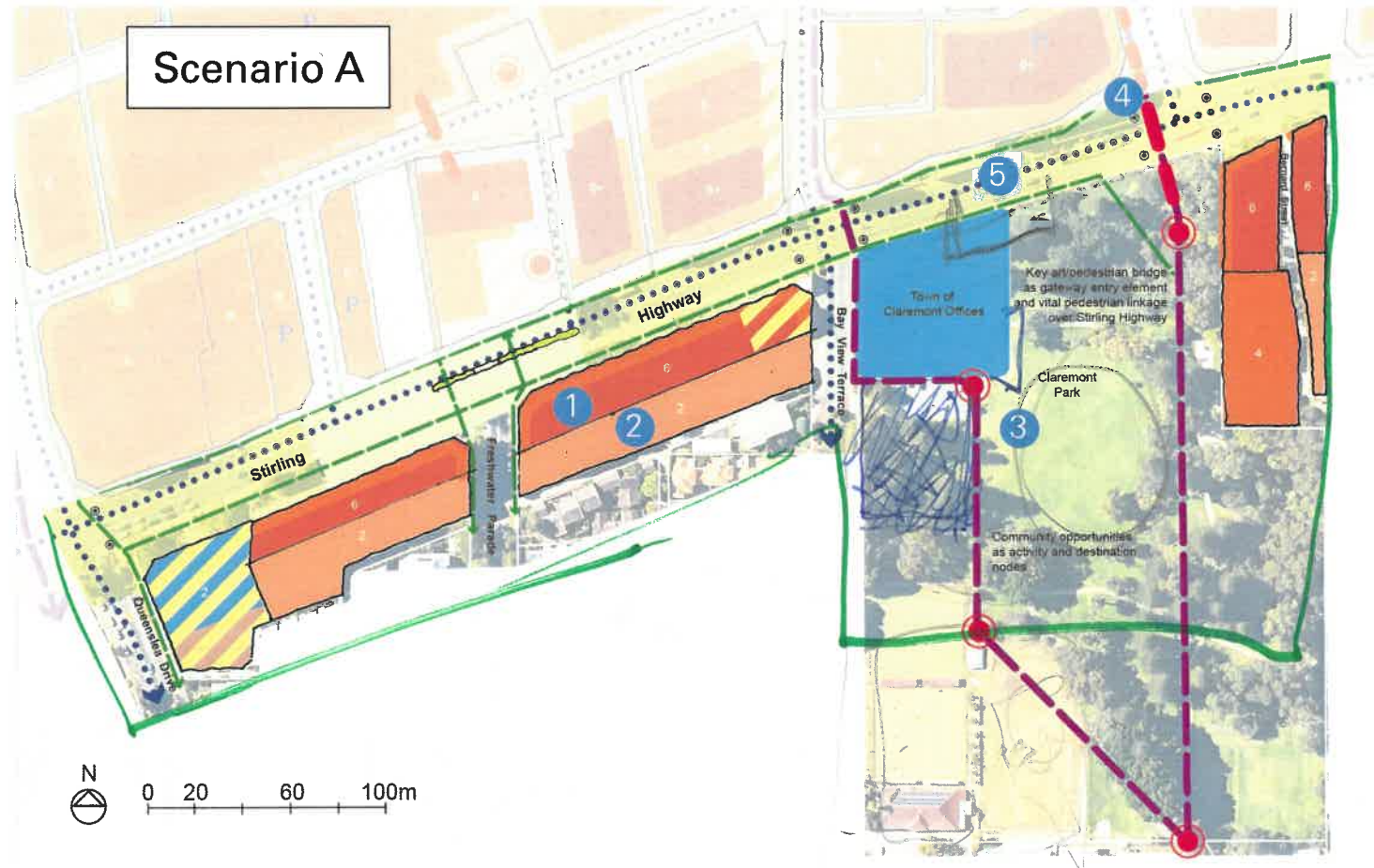
Capitalising on proximity to Stirling Highway public transport and comfortable access to the Town Centre; with diverse residential typologies and revitalized community uses and parks.



- ① Building heights along Stirling Highway consistent with LDP
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- ⑤ Gateway landscape opportunities

AREA 2: SOUTH OF STIRLING HIGHWAY CHARACTER STATEMENT

Capitalising on proximity to Stirling Highway public transport and comfortable access to the Town Centre; with diverse residential typologies and revitalized community uses and parks.



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AREA 1: MARY STREET / EAST OF LEURA AVENUE CHARACTER STATEMENT

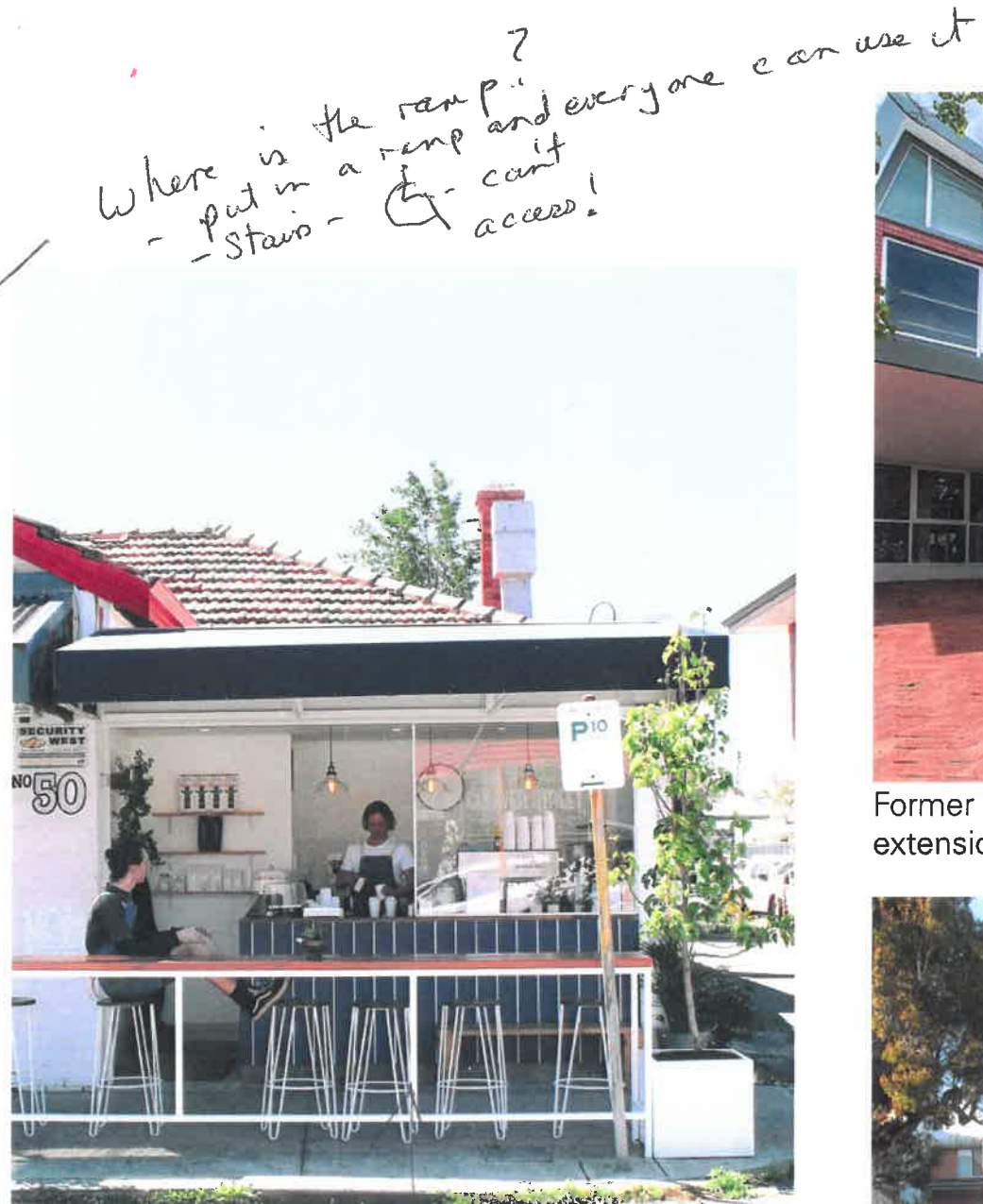
Protection of established heritage homes and properties in landscaped setting on the fringe of the Town Centre with some opportunities for revitalisation near the Train Station and Stirling Highway to be sensitively integrated.



4-6 storey residential development with human scale and townhouse character fronting the public realm



Former heritage home converted to small office



Former heritage home converted to small coffee shop and co-working space

No low tables



Former heritage home facade retained with new office extension behind



Former heritage home converted to small office

AREA 1: MARY STREET / EAST OF LEURA AVENUE CHARACTER STATEMENT

Protection of established heritage homes and properties in landscaped setting on the fringe of the Town Centre with some opportunities for revitalisation near the Train Station and Stirling Highway to be sensitively integrated.



4-6 storey residential development with human scale and townhouse character fronting the public realm



Former heritage home converted to small office



Former heritage home converted to small coffee shop and co-working space



Former heritage home facade retained with new office extension behind



Former heritage home converted to small office

AREA 2: SOUTH OF STIRLING HIGHWAY CHARACTER STATEMENT

Capitalising on proximity to Stirling Highway public transport and comfortable access to the Town Centre; with diverse residential typologies and revitalized community uses and parks.



5 storey mixed use development with upper-level set back and active ground plane



6 storey residential development with corner architectural treatment



2/3 storey residential development transitioning height down to established dwellings



Urban corridor with landscaped central median refuge for pedestrians



Café /restaurant with passive surveillance of community park



Community hub/cafe in park setting

AREA 3: WEST OF STIRLING ROAD CHARACTER STATEMENT

A mixed use and residential gateway to the Town Centre; blending sensitively with established surroundings and enhanced with a landscaped setting and green links to Lake Claremont and the Swan River.



8 storey corner development as landmark entry statement on urban corridor

✓
corner with
stirling
highway



3 storey town houses in landscaped setting fronting public realm

✓



6 storey residential development with height transition to 2 storeys on rear laneway

X



2 storey town houses in landscape setting fronting public realm

✓

~~biggest setback~~

✓

AREA 3: WEST OF STIRLING ROAD CHARACTER STATEMENT

✓ *A mixed use and residential gateway to the Town Centre; blending sensitively with established surroundings and enhanced with a landscaped setting and green links to Lake Claremont and the Swan River.*

Good for
corner element →



8 storey corner development as landmark entry statement on urban corridor



3 storey town houses in landscaped setting fronting public realm ✓



6 storey residential development with height transition to 2 storeys on rear laneway



2 storey town houses in landscape setting fronting public realm

AREA 4: NORTH OF RAILWAY AND INTERFACE WITH STATION ROAD CHARACTER STATEMENT

Northern setting for the Town Centre which retains the heritage characteristics; connects with the Town Centre and to the train station; and transitions appropriately to the surrounding area.

✓✓



2/3 storey apartments in traditional town house style



5 storey residential development retaining mature trees and 'human scale' to street

decisions
NOT
everyone

Setback



6 storey mixed use development with corner activation



3 storey contemporary town houses with parking to rear

AREA 4: NORTH OF RAILWAY AND INTERFACE WITH STATION ROAD CHARACTER STATEMENT

Northern setting for the Town Centre which retains the heritage characteristics; connects with the Town Centre and to the train station; and transitions appropriately to the surrounding area.



2/3 storey apartments in traditional town house style



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6 storey mixed use development with corner activation



3 storey contemporary town houses with parking to rear

AREA 5: EAST OF BAY VIEW TERRACE AND AROUND CLAREMONT TRAIN STATION CHARACTER STATEMENT

An eclectic mix of heritage elements and fine grain land uses supported by an exciting network of laneways creating a unique 'village feel' characteristic in the Centre.

more green



Small urban spaces for community gatherings/entertainment



Landscaped mixed use laneways



Active mixed-use laneway with multiple options for movement network



Heritage shopfronts integrated with new 6 storey commercial development

Setback

AREA 5: EAST OF BAY VIEW TERRACE AND AROUND CLAREMONT TRAIN STATION CHARACTER STATEMENT

An eclectic mix of heritage elements and fine grain land uses supported by an exciting network of laneways creating a unique 'village feel' characteristic in the Centre.



Small urban spaces for community gatherings/entertainment



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AREA 5: EAST OF BAY VIEW TERRACE AND AROUND CLAREMONT TRAIN STATION CHARACTER STATEMENT

An eclectic mix of heritage elements and fine grain land uses supported by an exciting network of laneways creating a unique 'village feel' characteristic in the Centre.



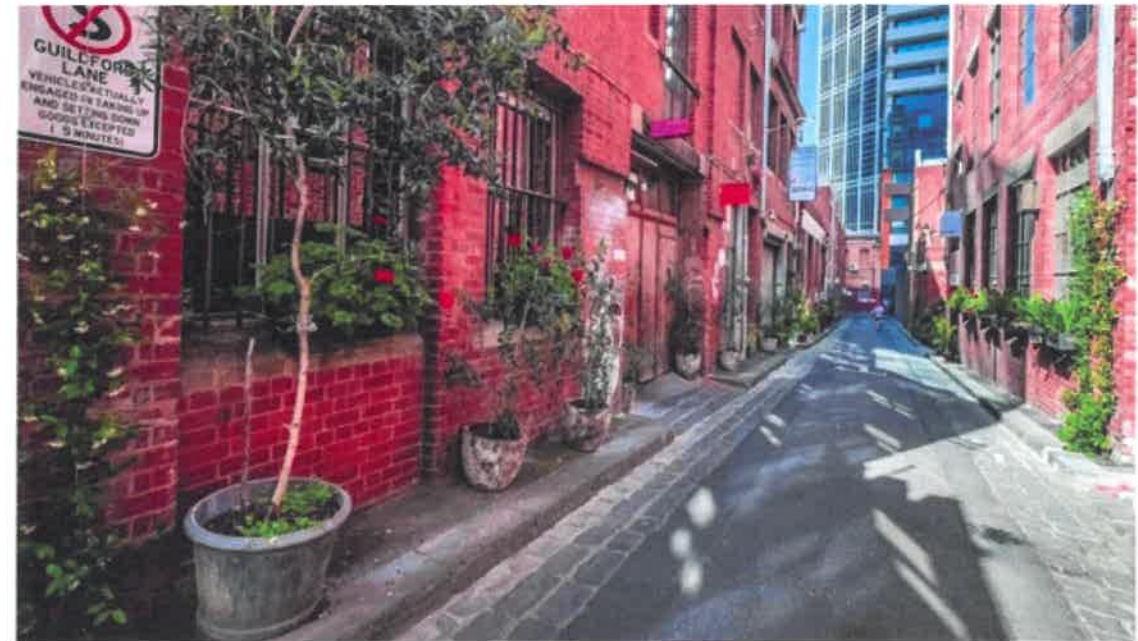
5 storey residential development in landscaped setting



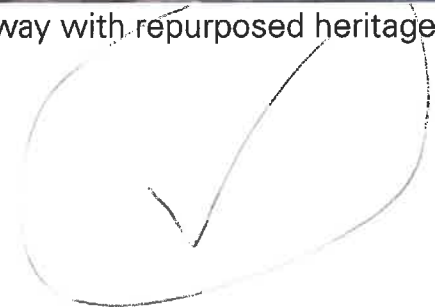
Repurposed heritage café with new 3 storey residential development



3 storey mixed use development with upper-level set back above heritage ground floor shops



Landscape laneway with repurposed heritage buildings



AREA 5: EAST OF BAY VIEW TERRACE AND AROUND CLAREMONT TRAIN STATION CHARACTER STATEMENT

An eclectic mix of heritage elements and fine grain land uses supported by an exciting network of laneways creating a unique 'village feel' characteristic in the Centre.



Small urban spaces for community gatherings/entertainment



Landscaped mixed use laneways

✓ greenery.



Active mixed-use laneway with multiple options for movement network

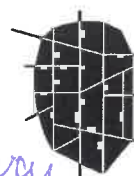
*no cars go through !!
car free areas for outdoor dining
even only in the weekend to start with*

*Bay View
+ Quinlan*



Heritage shopfronts integrated with new 6 storey commercial development

*→ bicycle/pedestrian only
2 way*



**Taylor
Burrell
Barnett**



AREA 5: EAST OF BAY VIEW TERRACE AND AROUND CLAREMONT TRAIN STATION CHARACTER STATEMENT

An eclectic mix of heritage elements and fine grain land uses supported by an exciting network of laneways creating a unique 'village feel' characteristic in the Centre.



5 storey residential development in landscaped setting



Repurposed heritage café with new 3 storey residential development



3 storey mixed use development with upper-level set back above heritage ground floor shops



Landscape laneway with repurposed heritage buildings

*hideous
not architecture
Claremont fitting
heritage/look
precinct*

AREA 5: EAST OF BAY VIEW TERRACE AND AROUND CLAREMONT TRAIN STATION CHARACTER STATEMENT

An eclectic mix of heritage elements and fine grain land uses supported by an exciting network of laneways creating a unique 'village feel' characteristic in the Centre.



X Character shopfronts at ground level with upper level office and/or residential development.



Heritage and traditional shopfront facade and awnings with upper level commercial and residential development with balconies overlooking the street.

AREA 5: EAST OF BAY VIEW TERRACE AND AROUND CLAREMONT TRAIN STATION CHARACTER STATEMENT

An eclectic mix of heritage elements and fine grain land uses supported by an exciting network of laneways creating a unique 'village feel' characteristic in the Centre.



Character shopfronts at ground level with upper level office and/or residential development.

X top storey not sympathetic to ground floor building ✓ PR B K Etc



Heritage and traditional shopfront facade and awnings with upper level commercial and residential development with balconies overlooking the street.

✓ PR B K Etc

AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER CHARACTER STATEMENT

The vibrant and active town centre with a diversity of land uses that supports a day and night economy with opportunities to enhance community spaces and pedestrian comfort with a strengthened landscape/public realm.



5 storey mixed use development integrating ground plane level changes



6 storey mixed use development with upper-level setbacks



New urban spaces in commercial development



New multi-purpose, urban spaces with significant trees



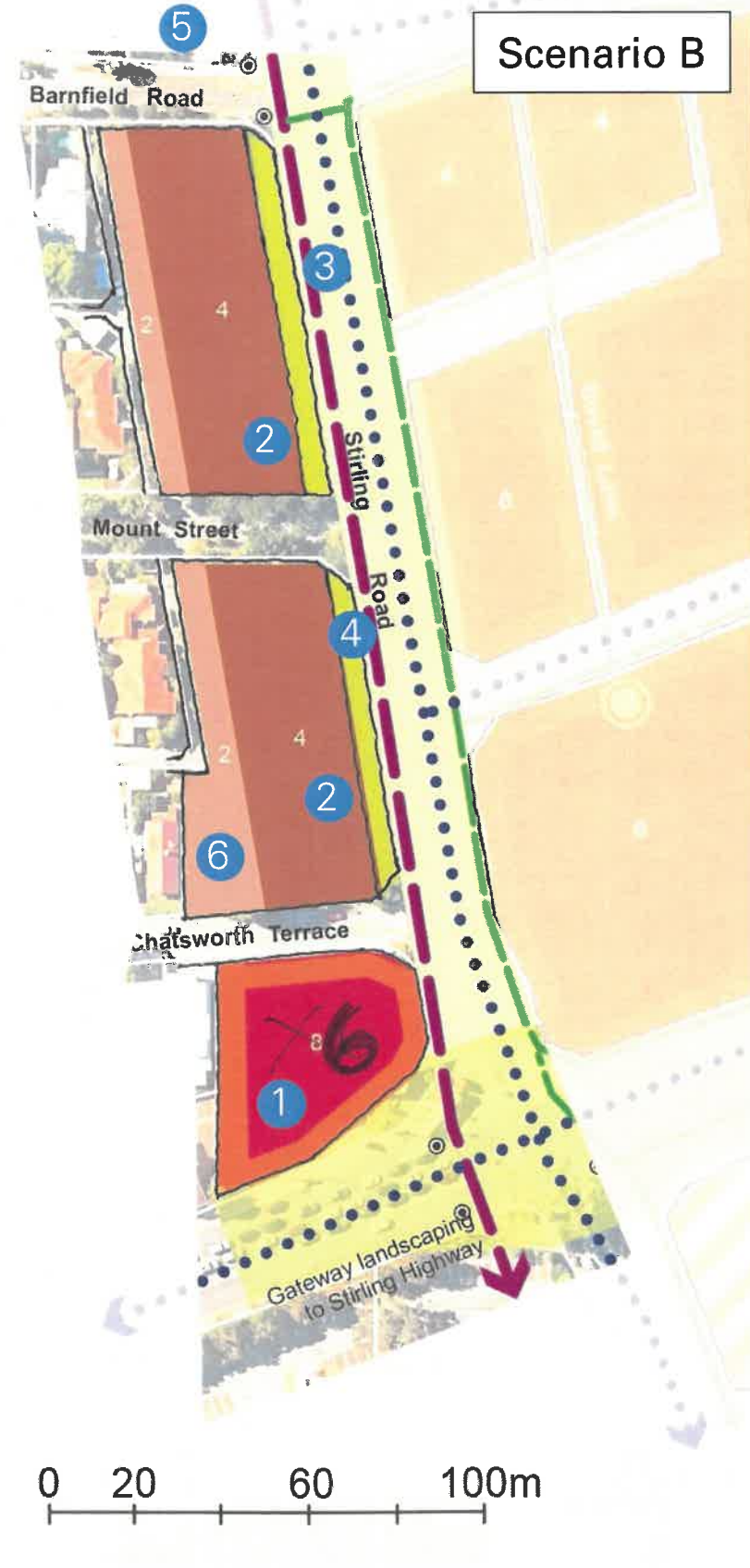
Shared movement space with ample pedestrian/public realm



3 storey mixed use providing passive surveillance

AREA 3: WEST OF STIRLING ROAD CHARACTER STATEMENT

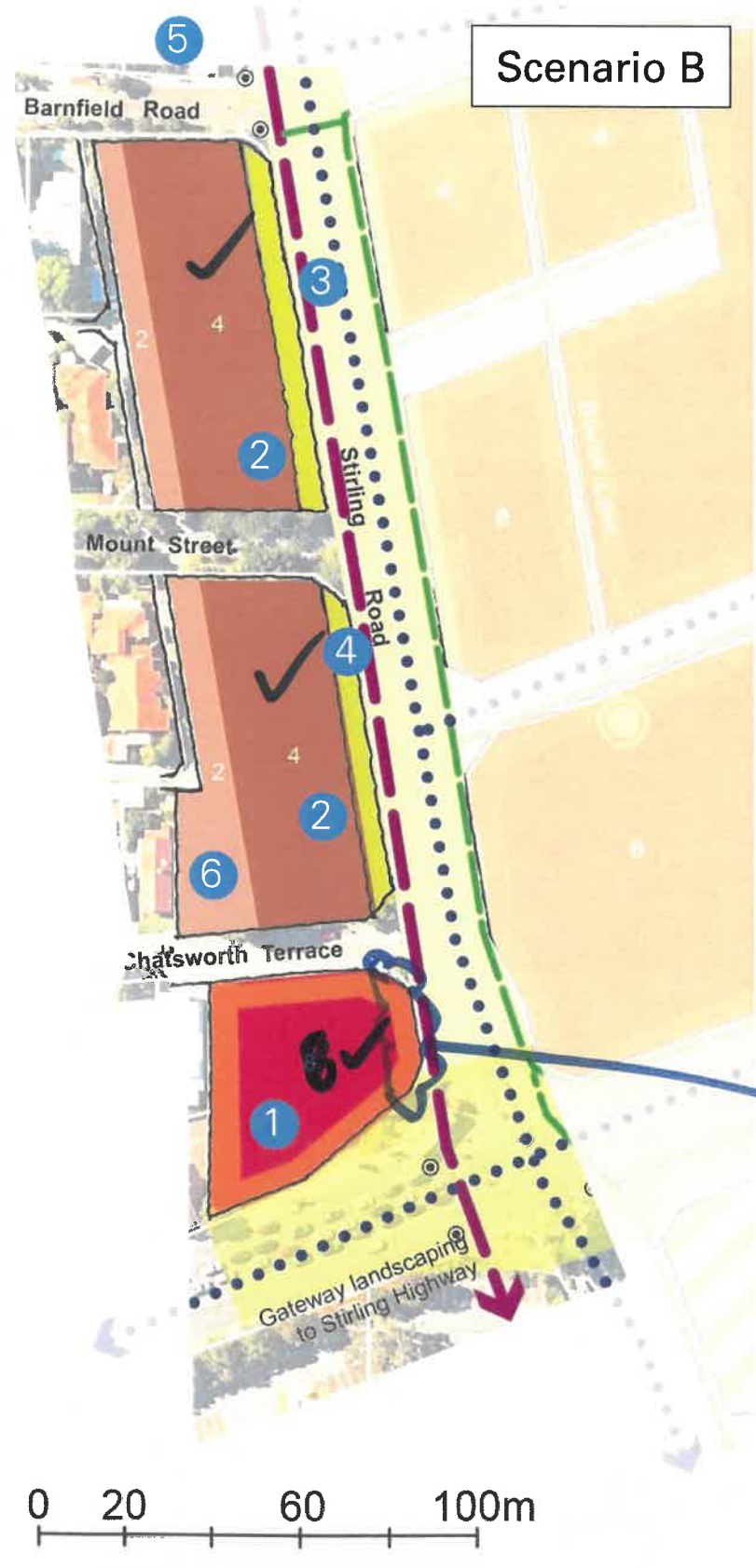
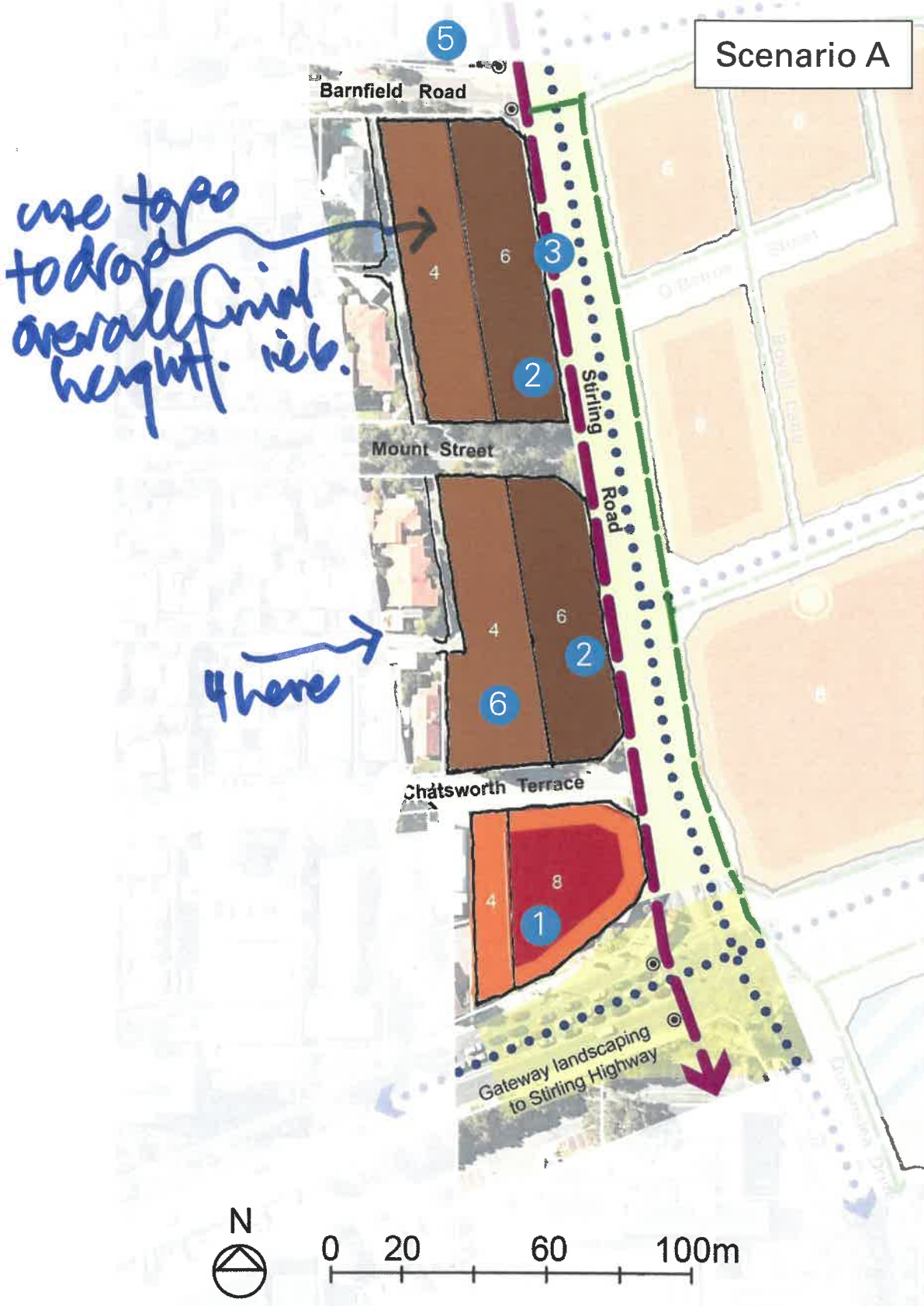
A mixed use and residential gateway to the Town Centre; blending sensitively with established surroundings and enhanced with a landscaped setting and green links to Lake Claremont and the Swan River



- ① Building heights along Stirling Highway consistent with LDP
- ② Potential for long term development along Stirling Road
- ③ Opportunity for key pedestrian/ cycle route along Stirling Road
- ④ Opportunity for green edges/ street trees along Stirling Road to enhance shade shelter/ ambience
- ⑤ Key connection under railway enhancement opportunity
- ⑥ Building height transition within the lot

AREA 3: WEST OF STIRLING ROAD CHARACTER STATEMENT

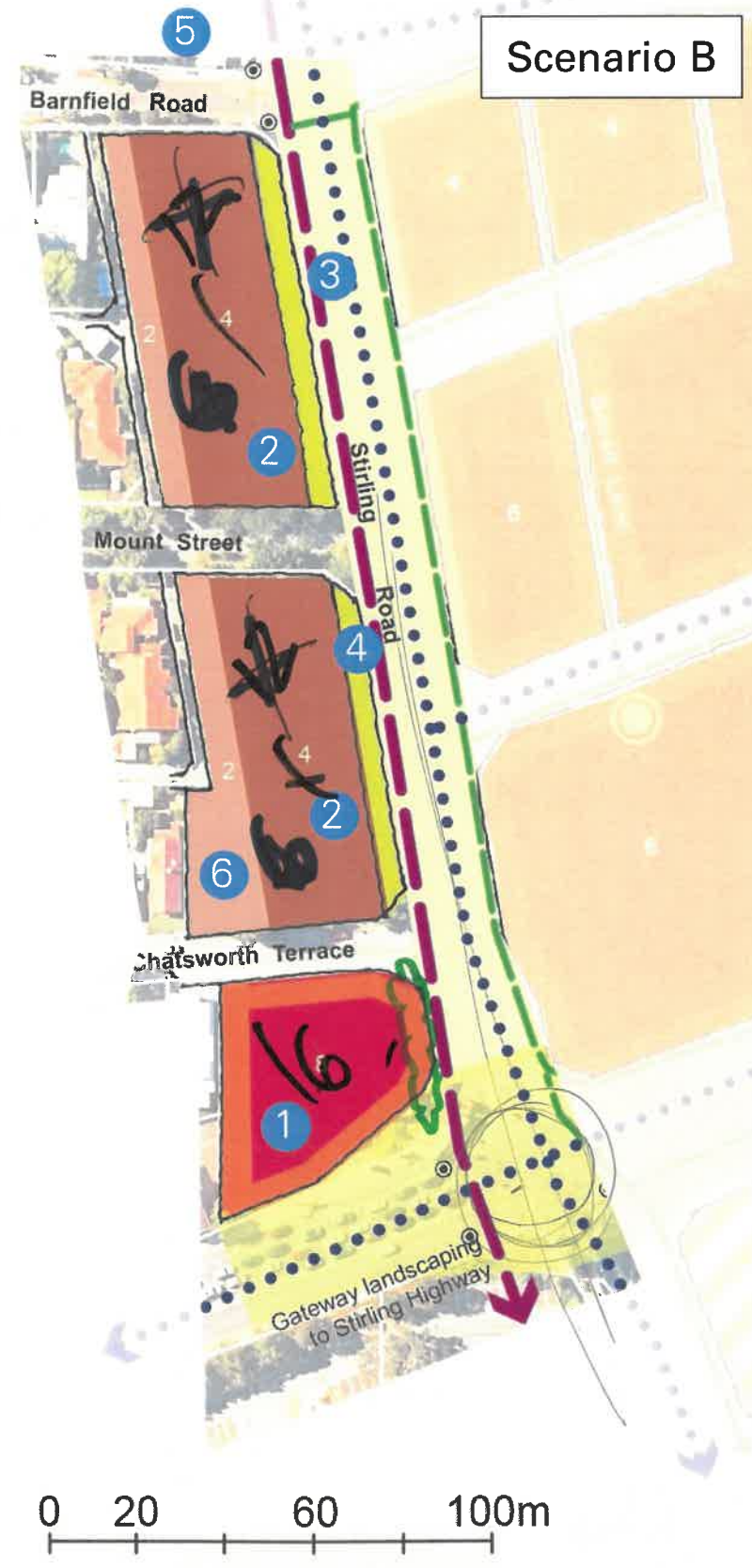
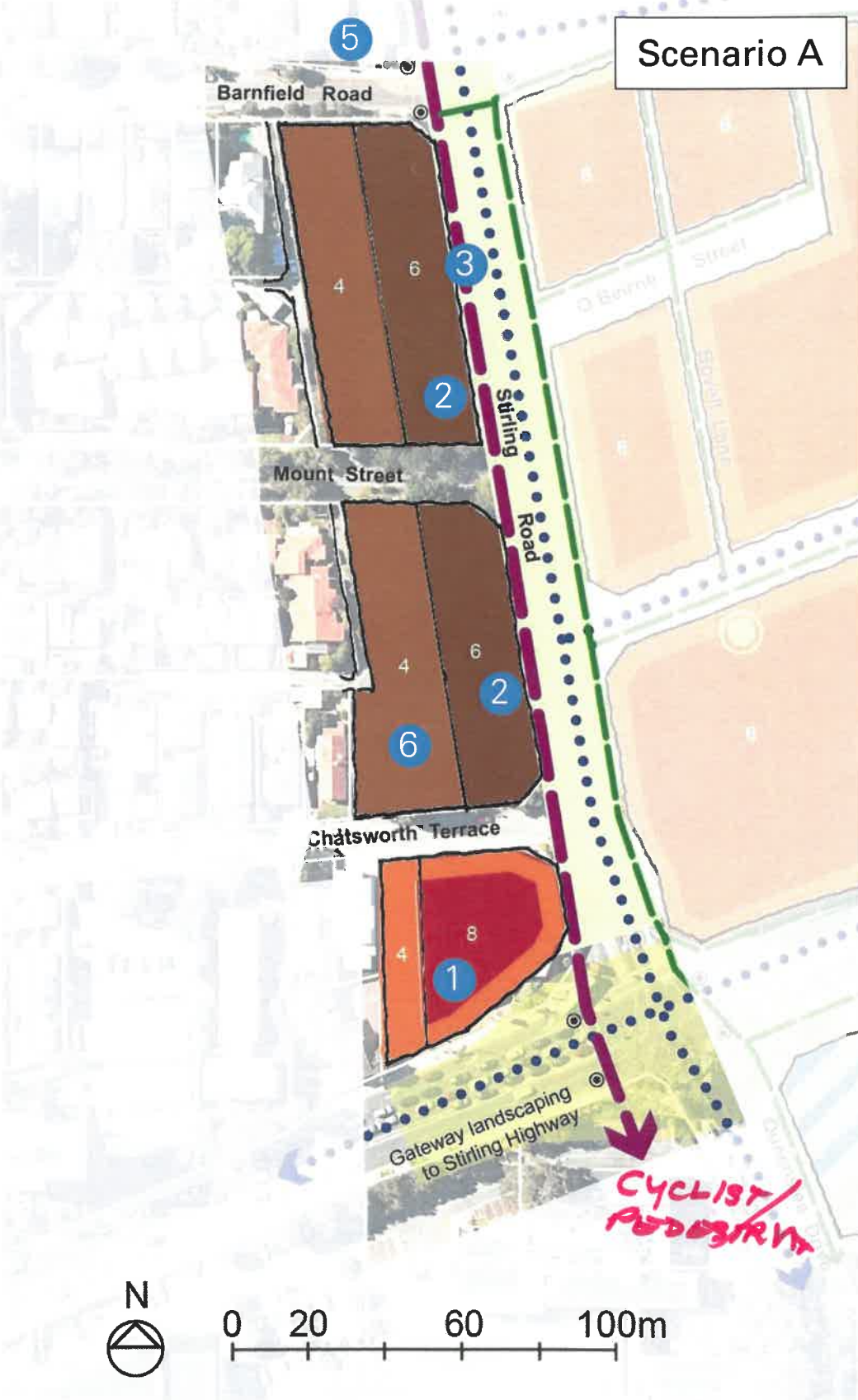
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AREA 3: WEST OF STIRLING ROAD CHARACTER STATEMENT

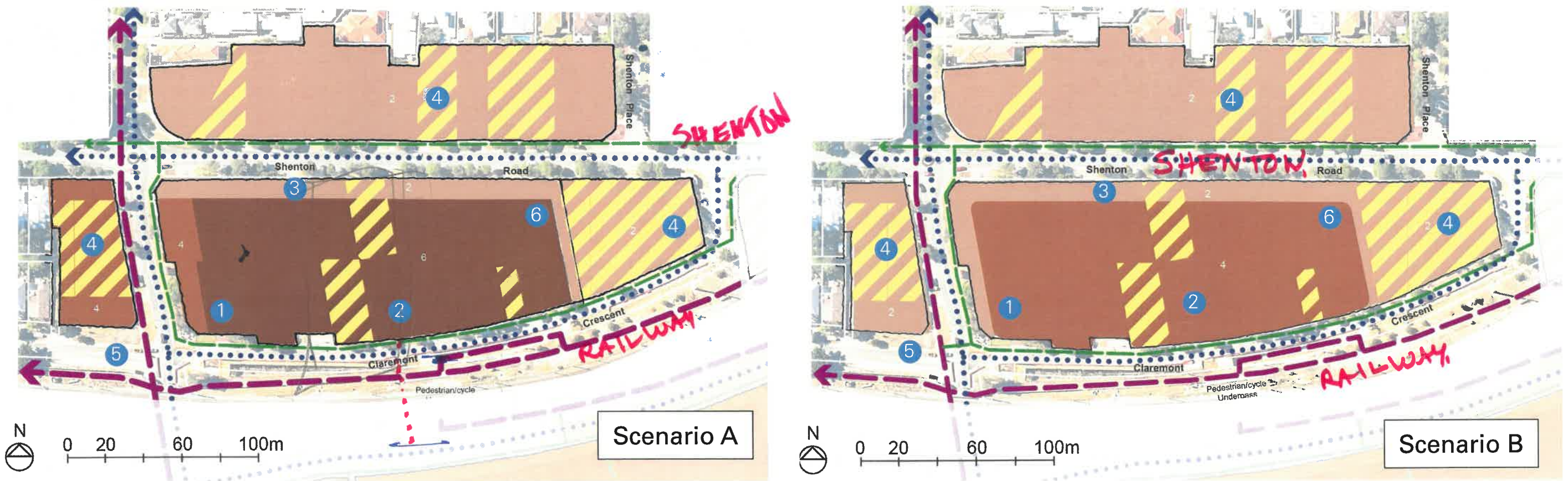
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AREA 4: NORTH OF RAILWAY AND INTERFACE WITH STATION ROAD CHARACTER STATEMENT

Northern setting for the Town Centre which retains the heritage characteristics; connects with the Town Centre and to the train station; and transitions appropriately to the surrounding area.

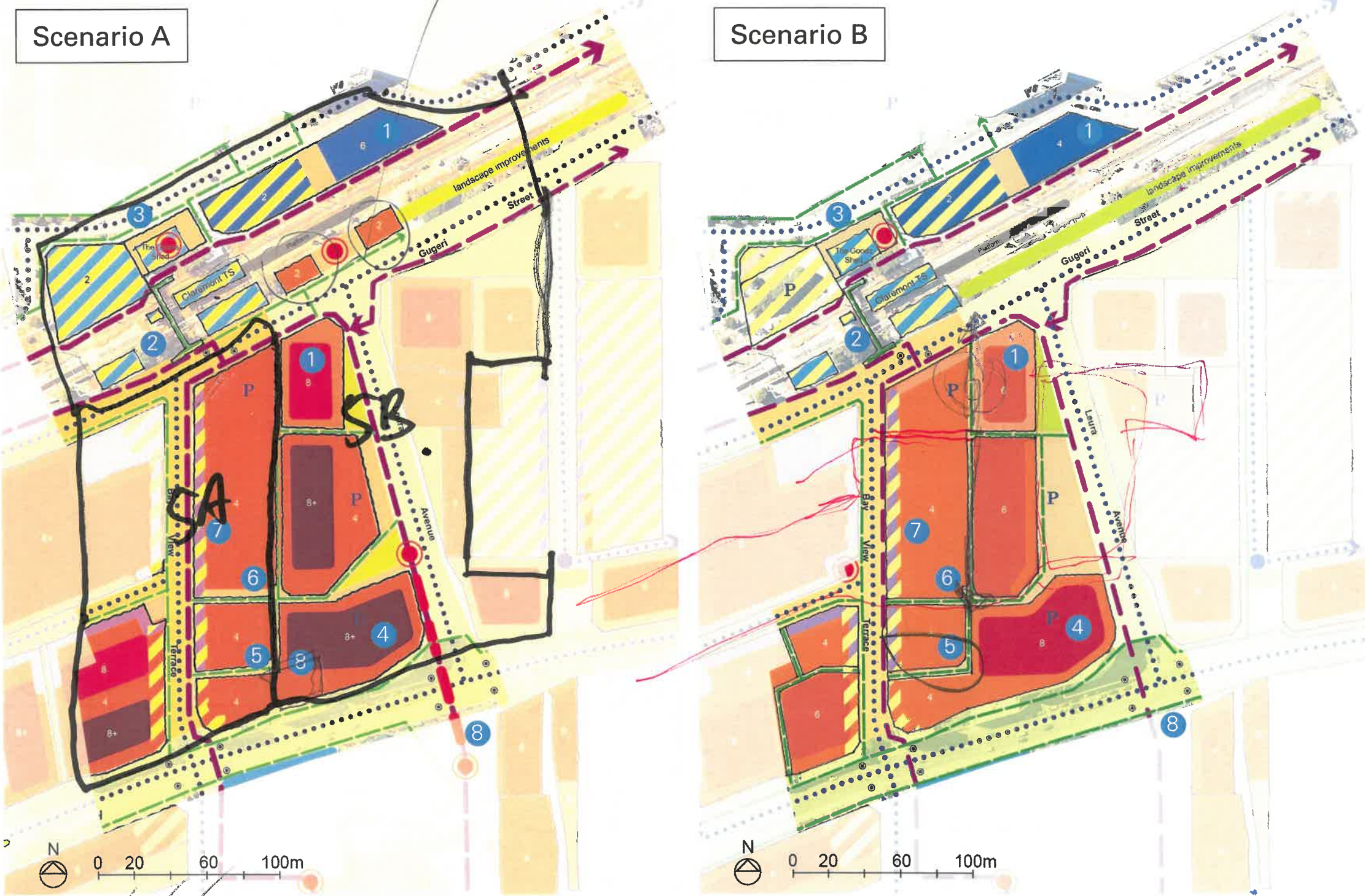


- 1 Creates a potential setting/entrance for the Town Centre
- 2 Options for height and intensity in relation to/proximity to the Town Centre
- 3 Height transition within the lot at interface with Shenton Road and consideration of two storey development opposite/north of Shenton Road
- 4 Retention of heritage homes/properties/ important interface sensitivity considerations
- 5 Key connection under railway enhancement opportunity
- 6 Opportunity to take pressure off Town Centre with development of old dwelling stock for medium density housing diversity

AREA 5: EAST OF BAY VIEW TERRACE AND AROUND CLAREMONT TRAIN STATION CHARACTER STATEMENT

An eclectic mix of heritage elements and fine grain land uses supported by an exciting network of laneways creating a unique 'village feel' characteristic in the Centre.

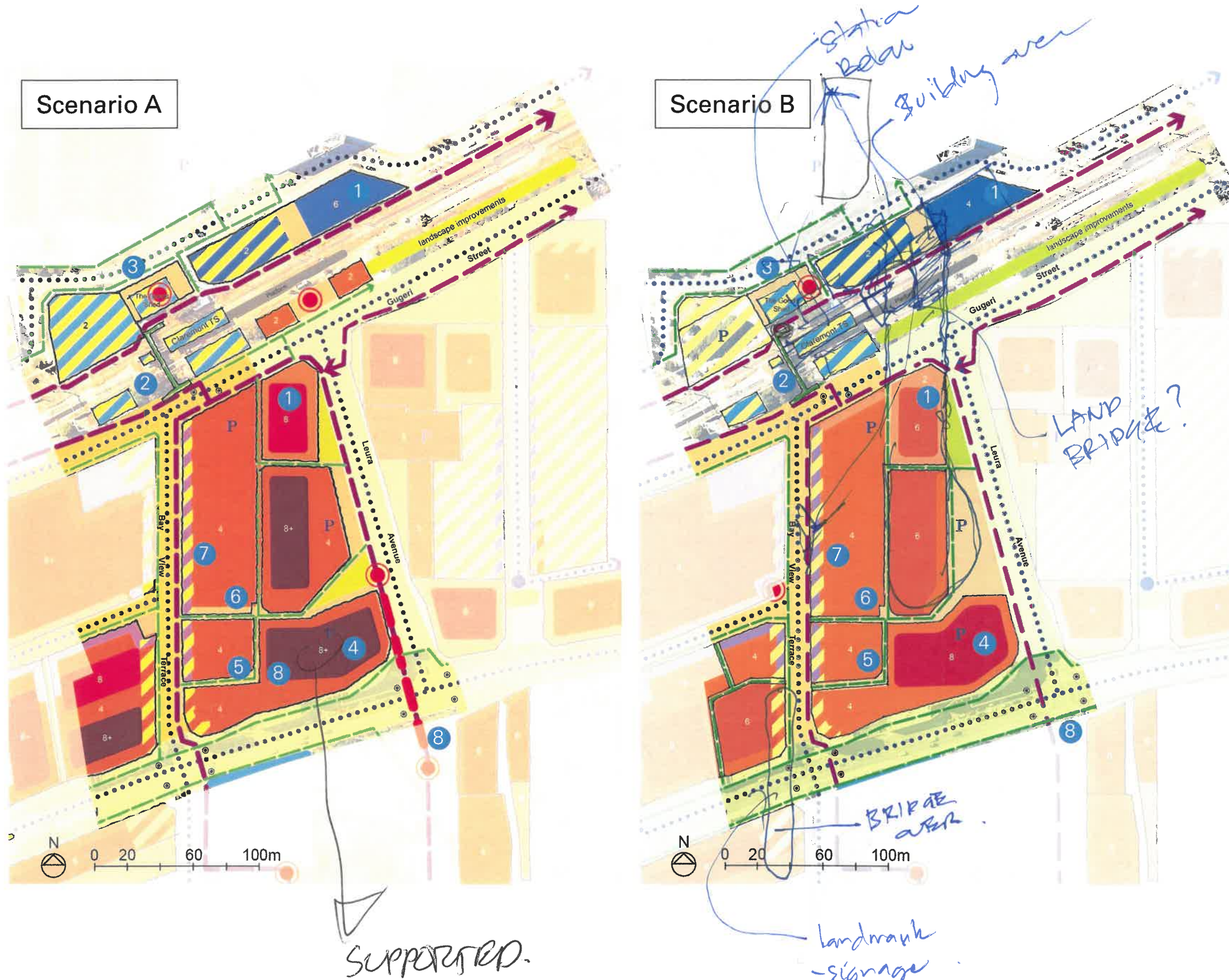
Context to Heritage, entry station, F&B?



- 1 Height consistent with Claremont Oval North East Precinct Design Guidelines
- 2 Railway crossing location
- 3 Goods Shed cultural facility expansion
- 4 Landmark development on corner of Leura Ave and Stirling Highway
- 5 Opportunities to extend laneway network
- 6 Fine grain laneway character and active frontages to lanes
- 7 Promote active frontage along Bay View Terrace with heritage retention and upper level setback
- 8 Crossing of Stirling Highway and linkages to Train Station and Claremont Oval

AREA 5: EAST OF BAY VIEW TERRACE AND AROUND CLAREMONT TRAIN STATION CHARACTER STATEMENT

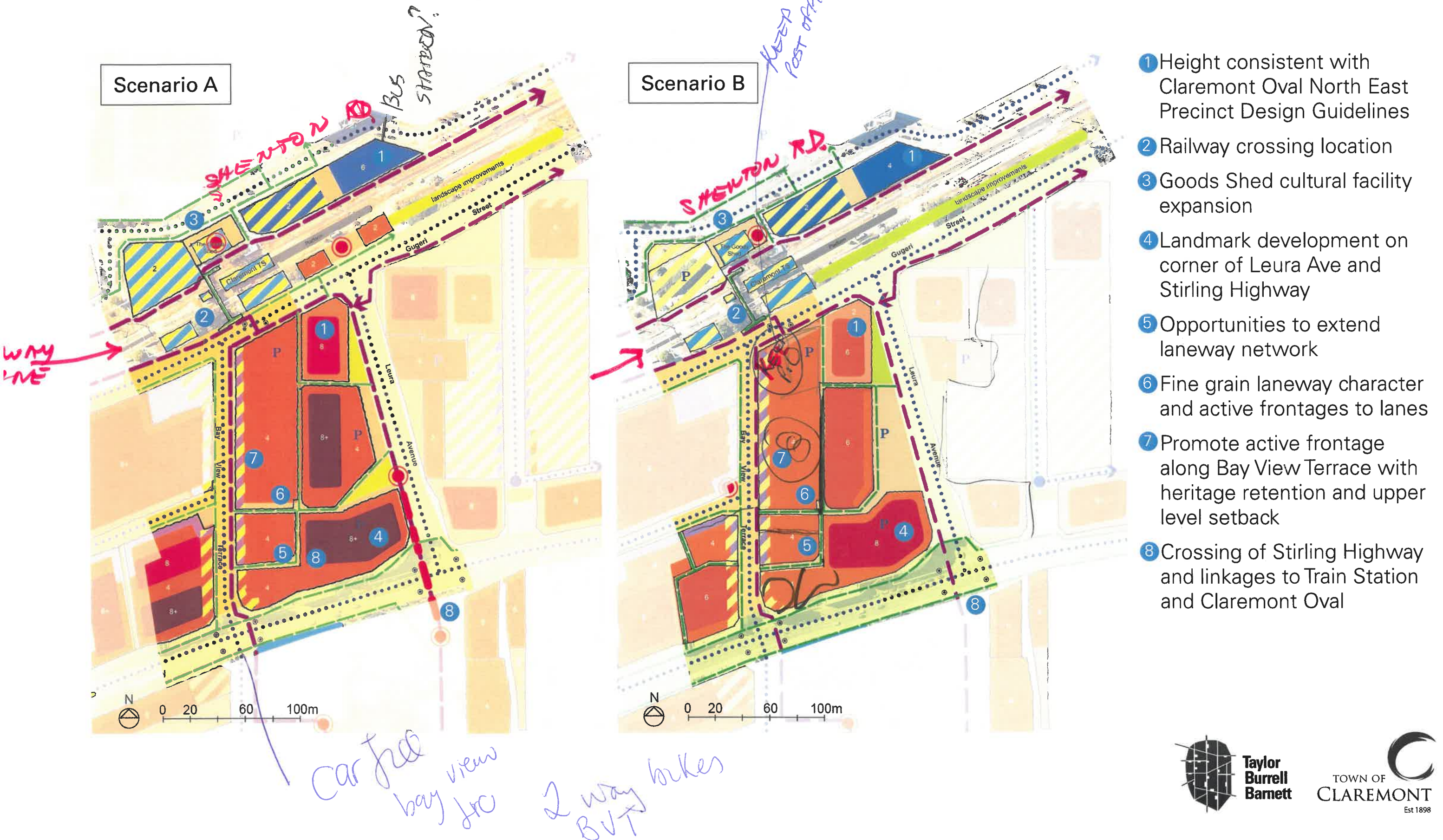
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An eclectic mix of heritage elements and fine grain land uses supported by an exciting network of laneways creating a unique 'village feel' characteristic in the Centre.



AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER CHARACTER STATEMENT

The vibrant and active town centre with a diversity of land uses that supports a day and night economy with opportunities to enhance community spaces and pedestrian comfort with a strengthened landscape/public realm.



- 1 Enhancement/extension of Town Square concept across St Quentin Avenue
- 2 Opportunities to increase/enhance pedestrian comfort in pedestrian shared spaces
- 3 Identify key areas for activated building edges
- 4 Opportunity for development intensity on corner of Stirling Highway and Bay View Terrace
- 5 Landmark development opportunity on 'Typika' site through community/civic hub
- 6 Growth opportunity areas, to rationalise servicing
- 7 Opportunity for development above streets to link key land uses. Opportunities for Cinema and Hotels

AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER CHARACTER STATEMENT

The vibrant and active town centre with a diversity of land uses that supports a day and night economy with opportunities to enhance community spaces and pedestrian comfort with a strengthened landscape/public realm.



- ⑧ Opportunity for development intensity east of 'Typika' site
- ⑨ Consideration of potential for additional pedestrian laneways
- ⑩ Consider crossing of Stirling Highway and linkages to the Train Station
- ⑪ Opportunity for green edges/street trees along Stirling Road & Gugeri St to enhance shade shelter/ambience
- ⑫ Activate northern interface of Claremont Quarter to Bus Station and Gugeri St
- ⑬ Opportunities for street furniture and incidental places to linger

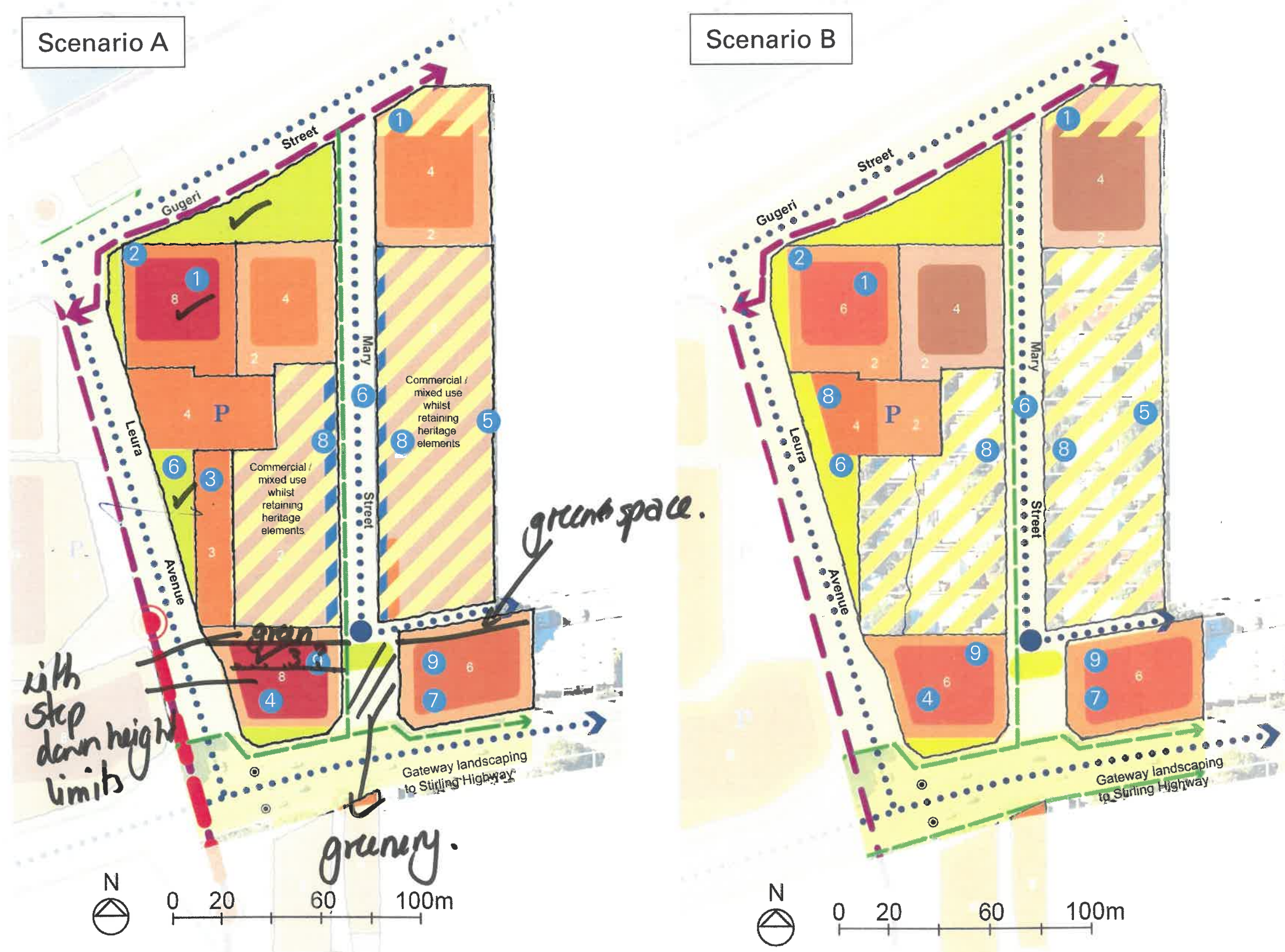
AREA 1: MARY STREET / EAST OF LEURA AVENUE CHARACTER STATEMENT

Protection of established heritage homes and properties in landscaped setting on the fringe of the Town Centre with some opportunities for revitalisation near the Train Station and Stirling Highway to be sensitively integrated.

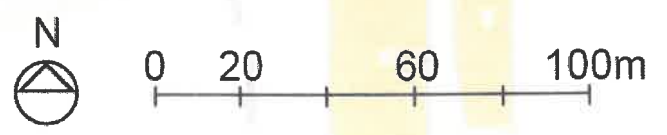
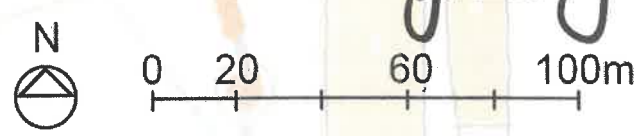
green spaces & trees.
granny.

Scenario A

Scenario B

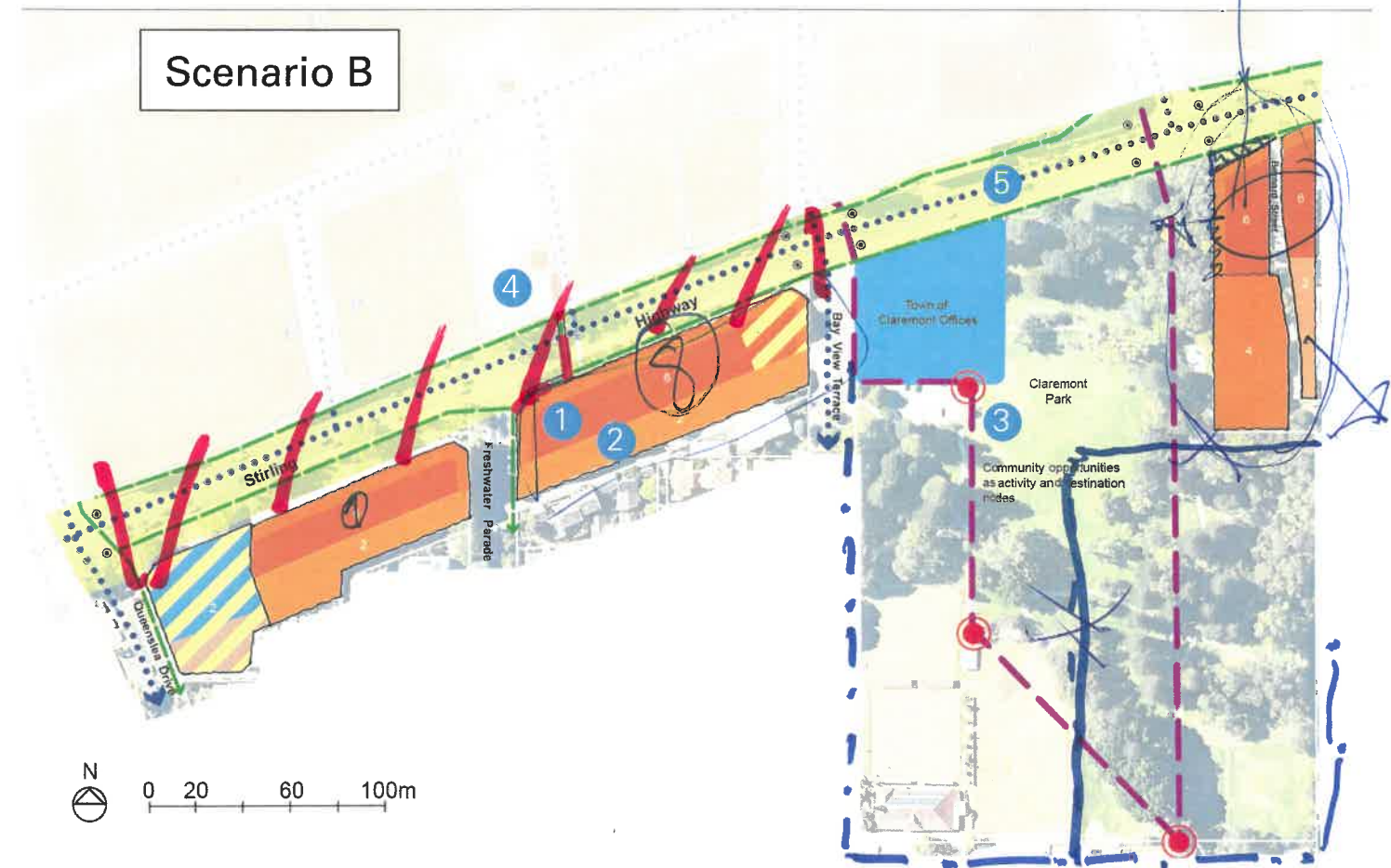
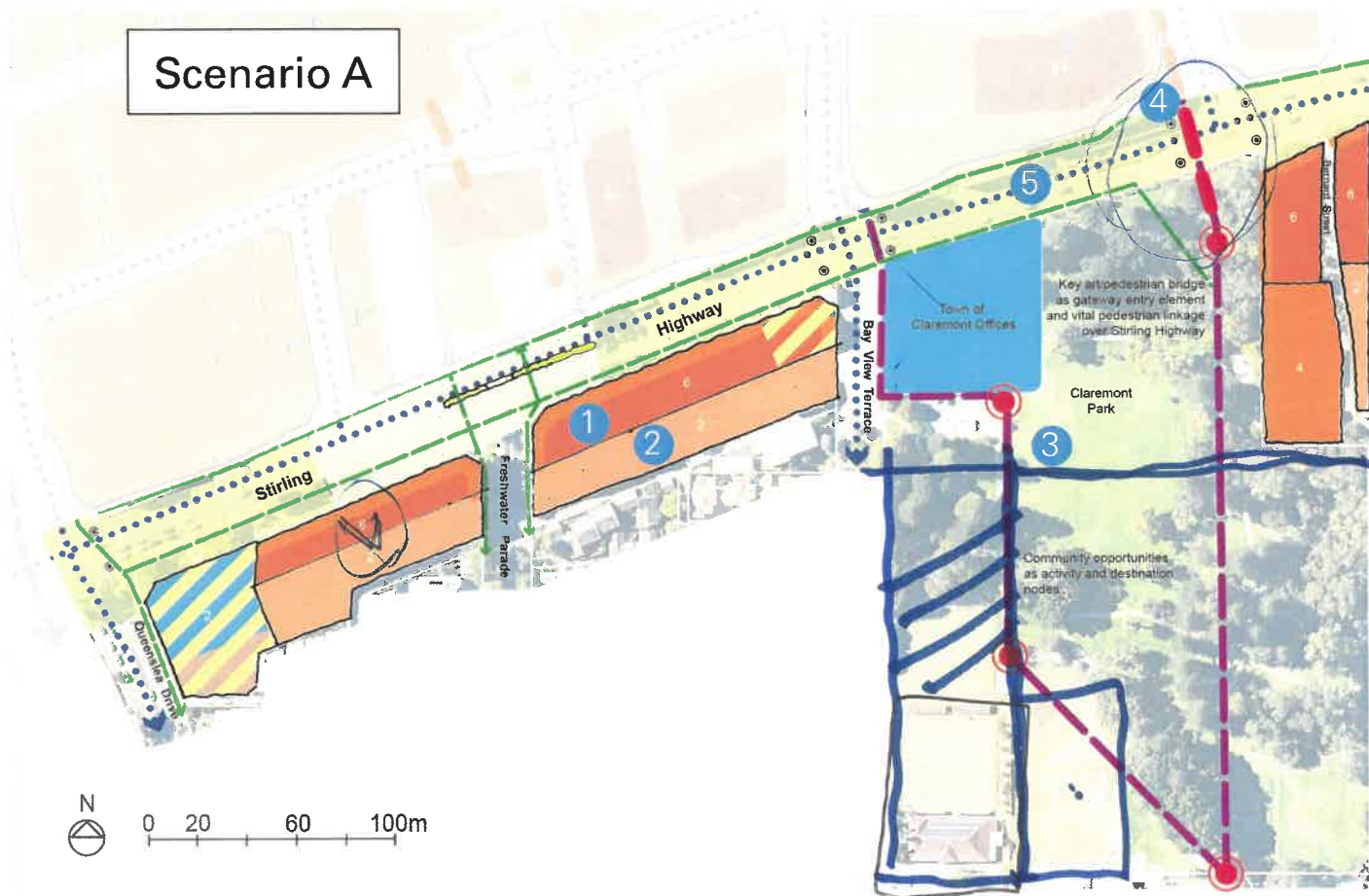


- 1 Considerations for development height and intensity along Guger St
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AREA 2: SOUTH OF STIRLING HIGHWAY CHARACTER STATEMENT

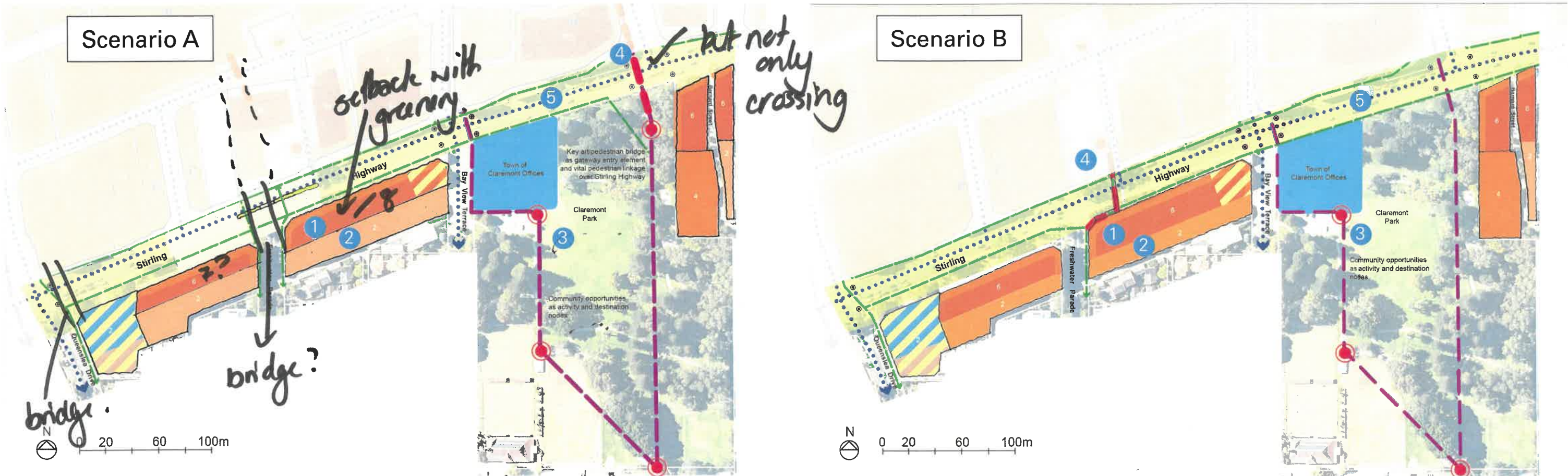
Capitalising on proximity to Stirling Highway public transport and comfortable access to the Town Centre; with diverse residential typologies and revitalized community uses and parks.



- 1 Building heights along Stirling Highway consistent with LDP
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- 3 Opportunity for community node near Town of Claremont Administration buildings
- 4 Various opportunities and locations for potential improvements to Stirling Highway pedestrian and cycle crossings (bridge, at grade, median refuge, various locations)
- 5 Gateway landscape opportunities

AREA 2: SOUTH OF STIRLING HIGHWAY CHARACTER STATEMENT

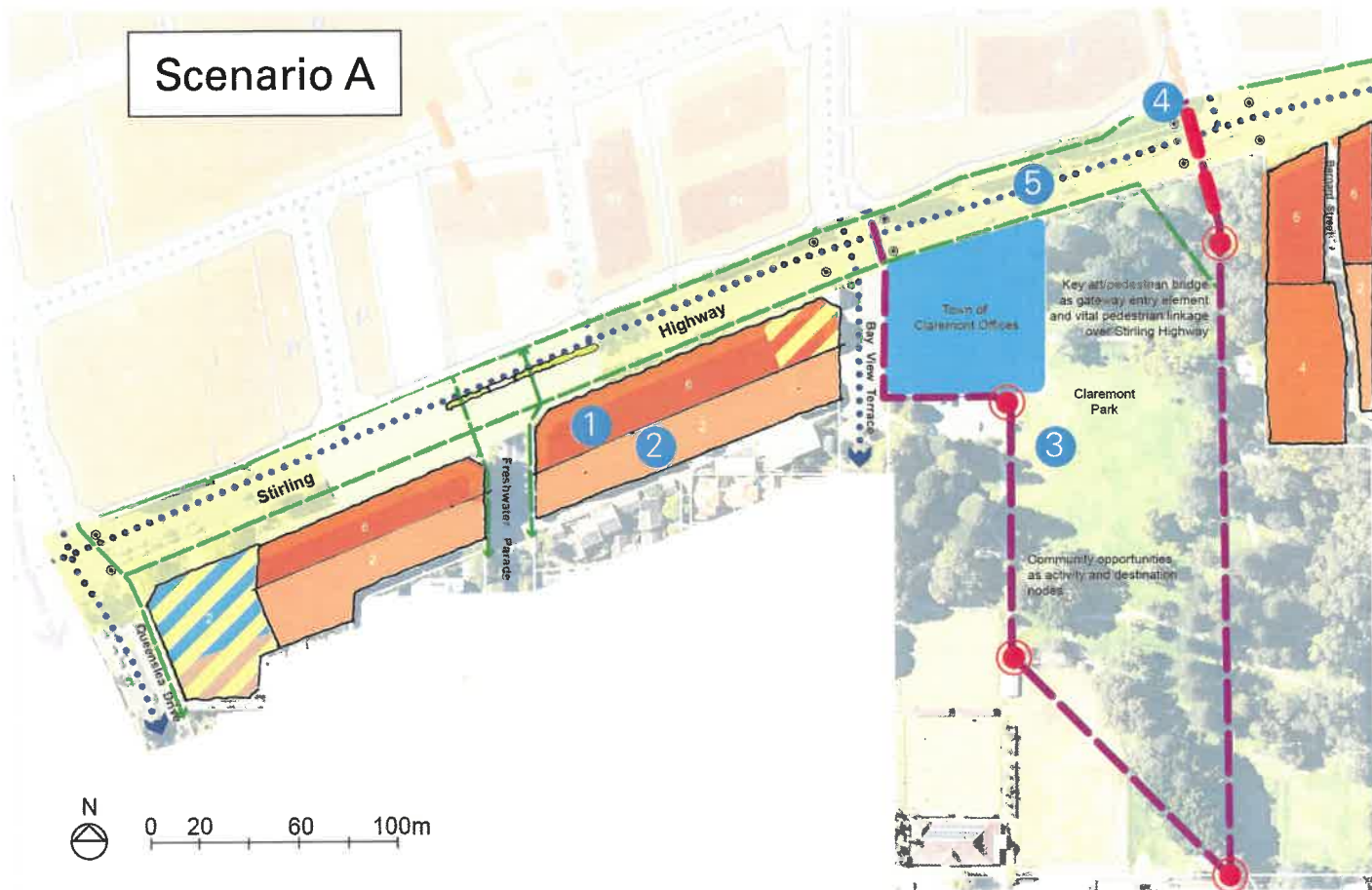
Capitalising on proximity to Stirling Highway public transport and comfortable access to the Town Centre; with diverse residential typologies and revitalized community uses and parks.



- 1 Building heights along Stirling Highway consistent with LDP
- 2 Building height transition within the lot - example for consideration
- 3 Opportunity for community node near Town of Claremont Administration buildings
- 4 Various opportunities and locations for potential improvements to Stirling Highway pedestrian and cycle crossings (bridge, at grade, median refuge, various locations)
- 5 Gateway landscape opportunities

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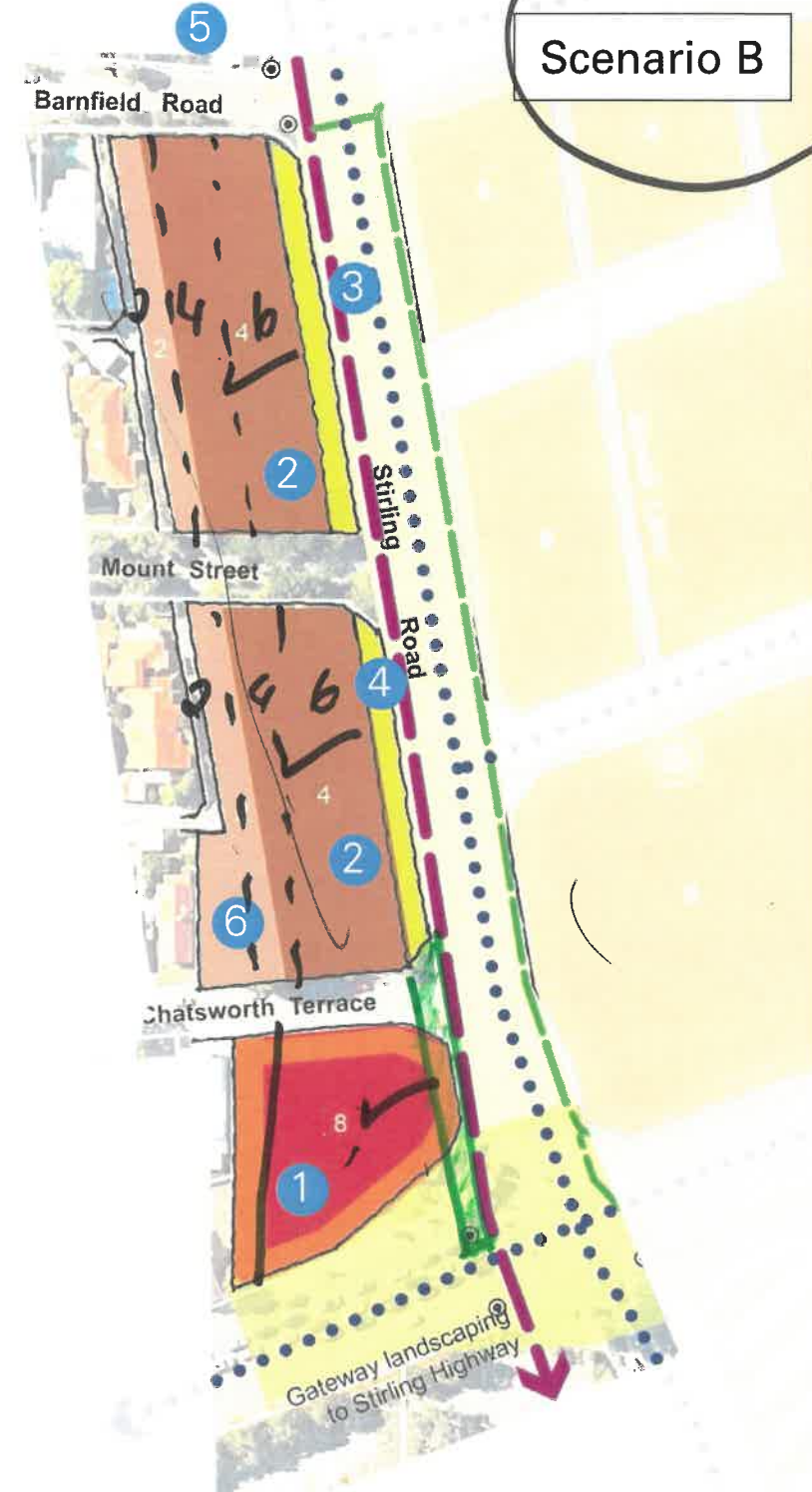
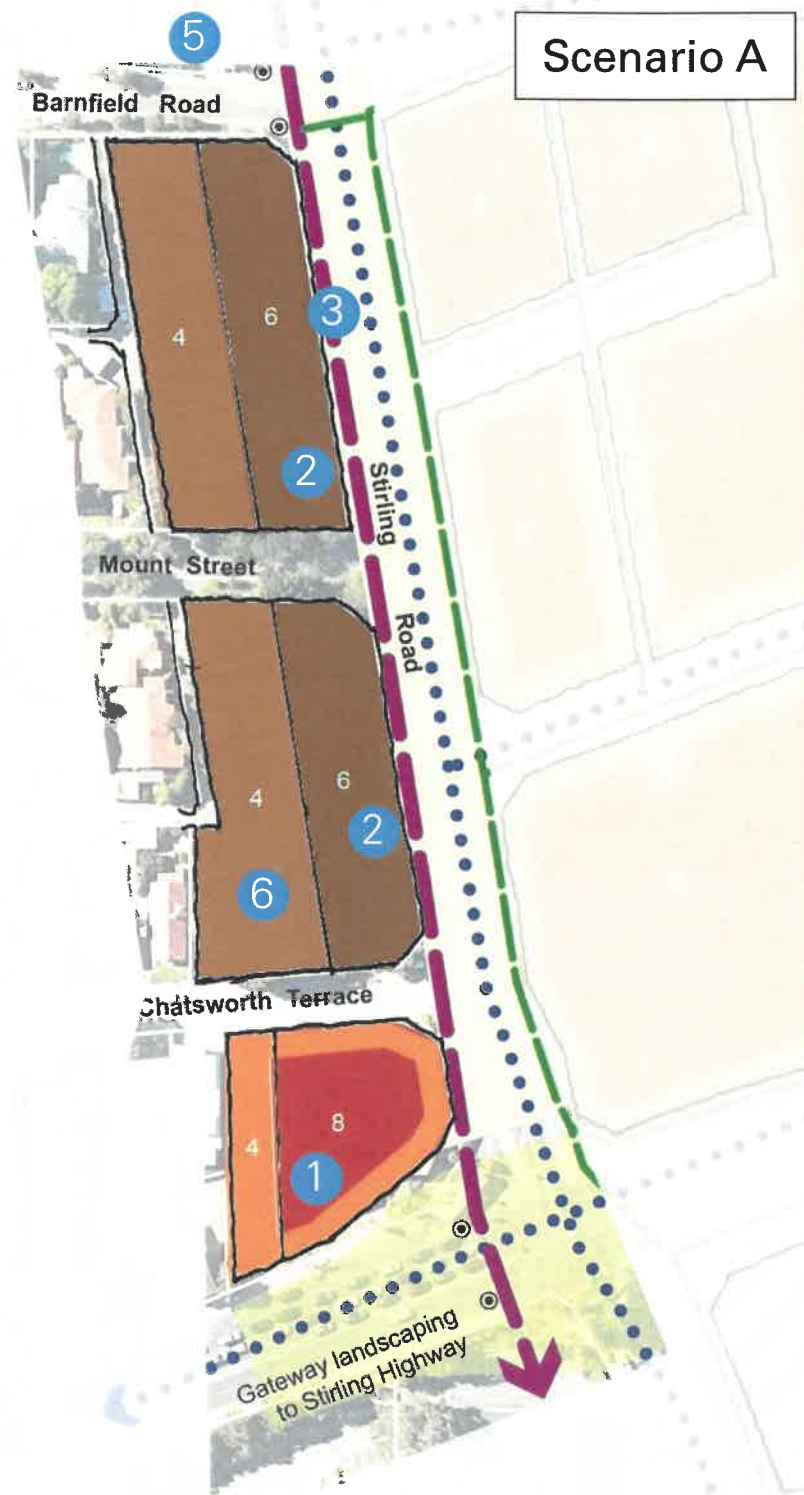
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AREA 3: WEST OF STIRLING ROAD CHARACTER STATEMENT

A mixed use and residential gateway to the Town Centre; blending sensitively with established surroundings and enhanced with a landscaped setting and green links to Lake Claremont and the Swan River



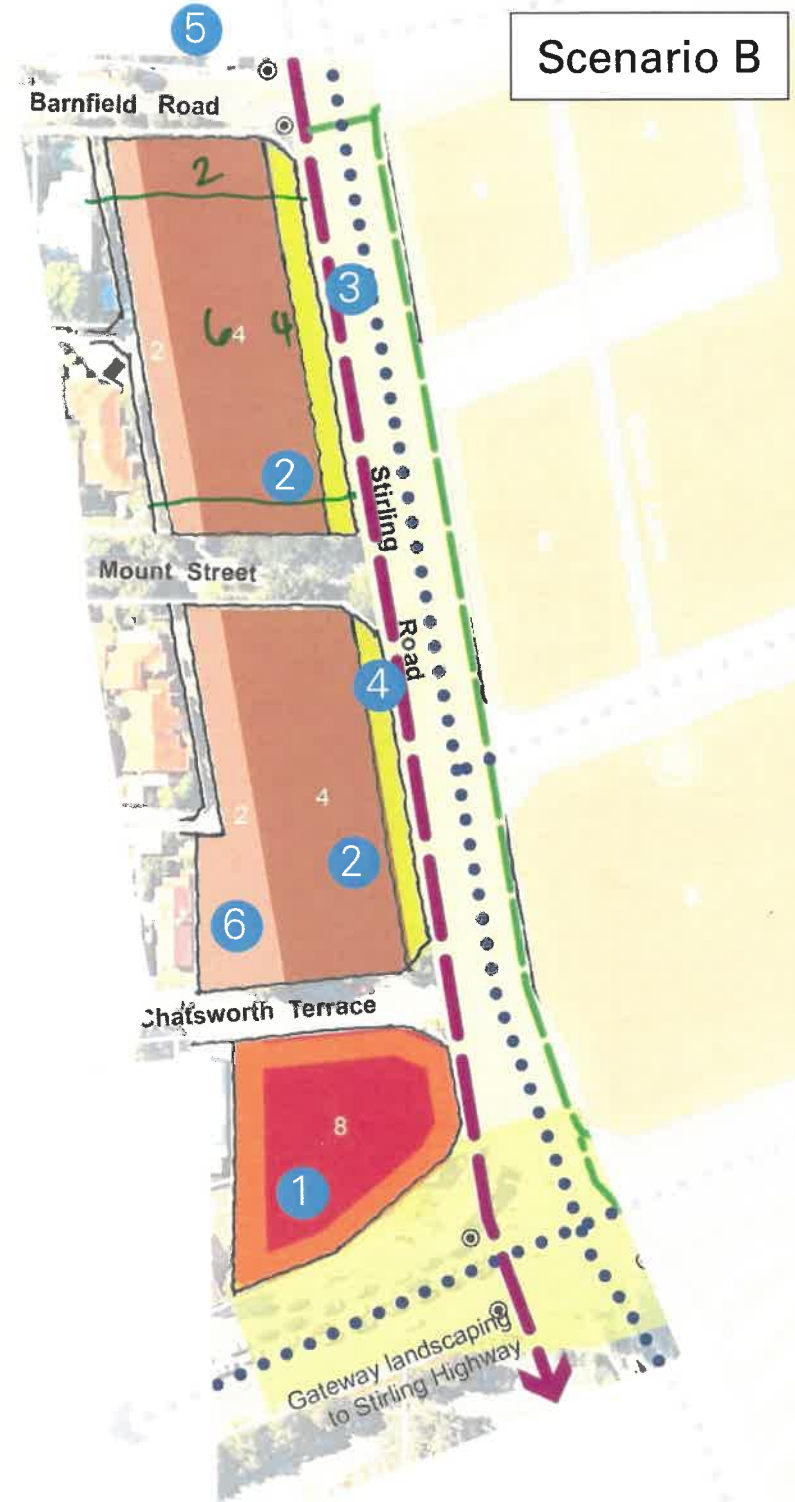
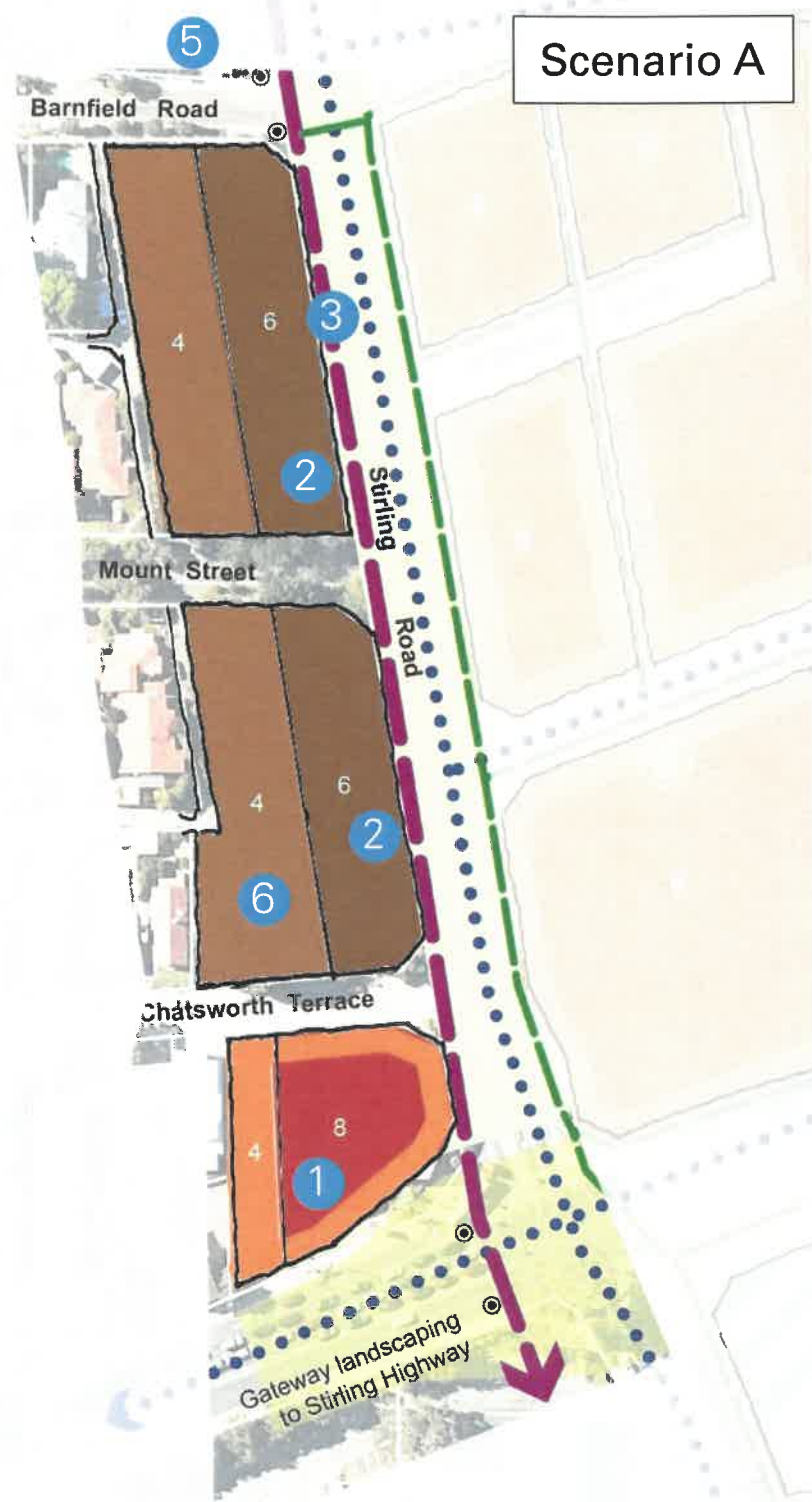
- 1 Building heights along Stirling Highway consistent with LDP
- 2 Potential for long term development along Stirling Road
- 3 Opportunity for key pedestrian/cycle route along Stirling Road
- 4 Opportunity for green edges/street trees along Stirling Road to enhance shade shelter/ambience
- 5 Key connection under railway enhancement opportunity
- 6 Building height transition within the lot

to Scotch College



AREA 3: WEST OF STIRLING ROAD CHARACTER STATEMENT

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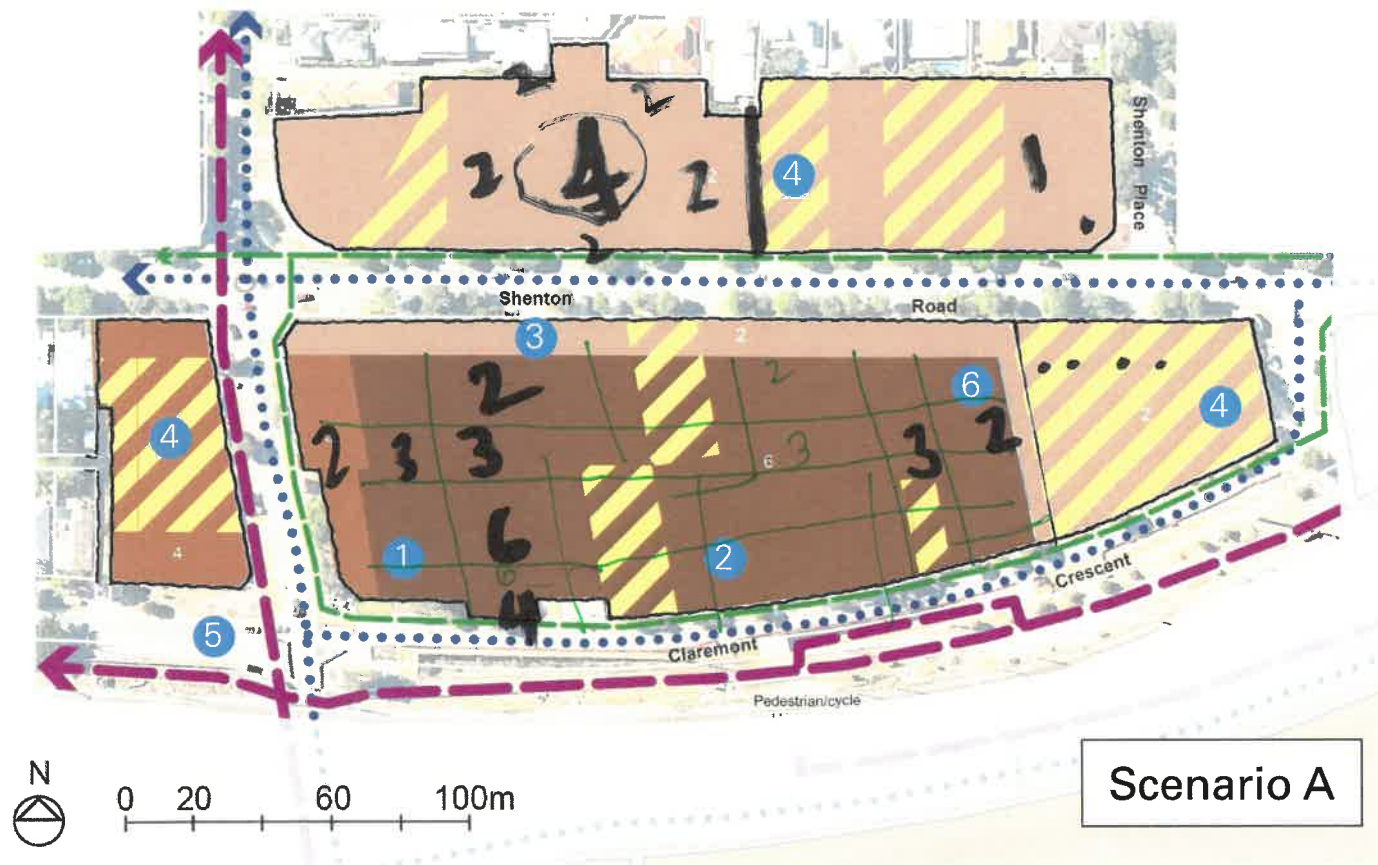


- ① Building heights along Stirling Highway consistent with LDP
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- ④ Opportunity for green edges/ street trees along Stirling Road to enhance shade shelter/ ambience
- ⑤ Key connection under railway enhancement opportunity
- ⑥ Building height transition within the lot



AREA 4: NORTH OF RAILWAY AND INTERFACE WITH STATION ROAD CHARACTER STATEMENT

Northern setting for the Town Centre which retains the heritage characteristics; connects with the Town Centre and to the train station; and transitions appropriately to the surrounding area.

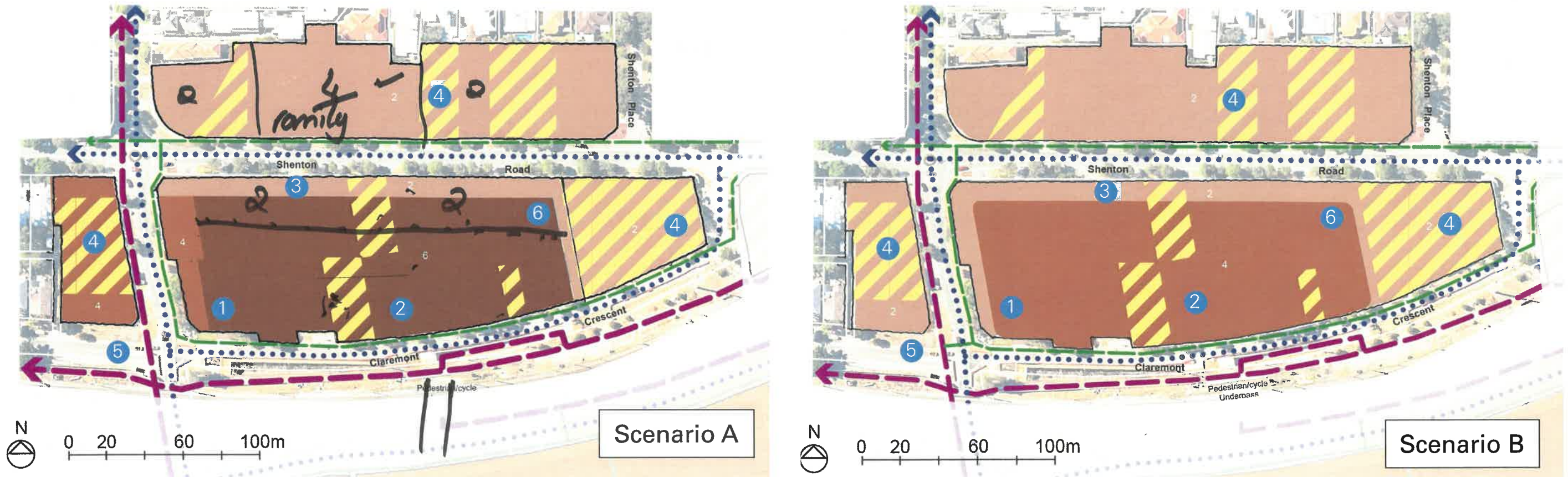


formalise private lane.

- ① Creates a potential setting/entrance for the Town Centre
- ② Options for height and intensity in relation to/proximity to the Town Centre
- ③ Height transition within the lot at interface with Shenton Road and consideration of two storey development opposite/north of Shenton Road
- ④ Retention of heritage homes/properties/ important interface sensitivity considerations
- ⑤ Key connection under railway enhancement opportunity
- ⑥ Opportunity to take pressure off Town Centre with development of old dwelling stock for medium density housing diversity

AREA 4: NORTH OF RAILWAY AND INTERFACE WITH STATION ROAD CHARACTER STATEMENT

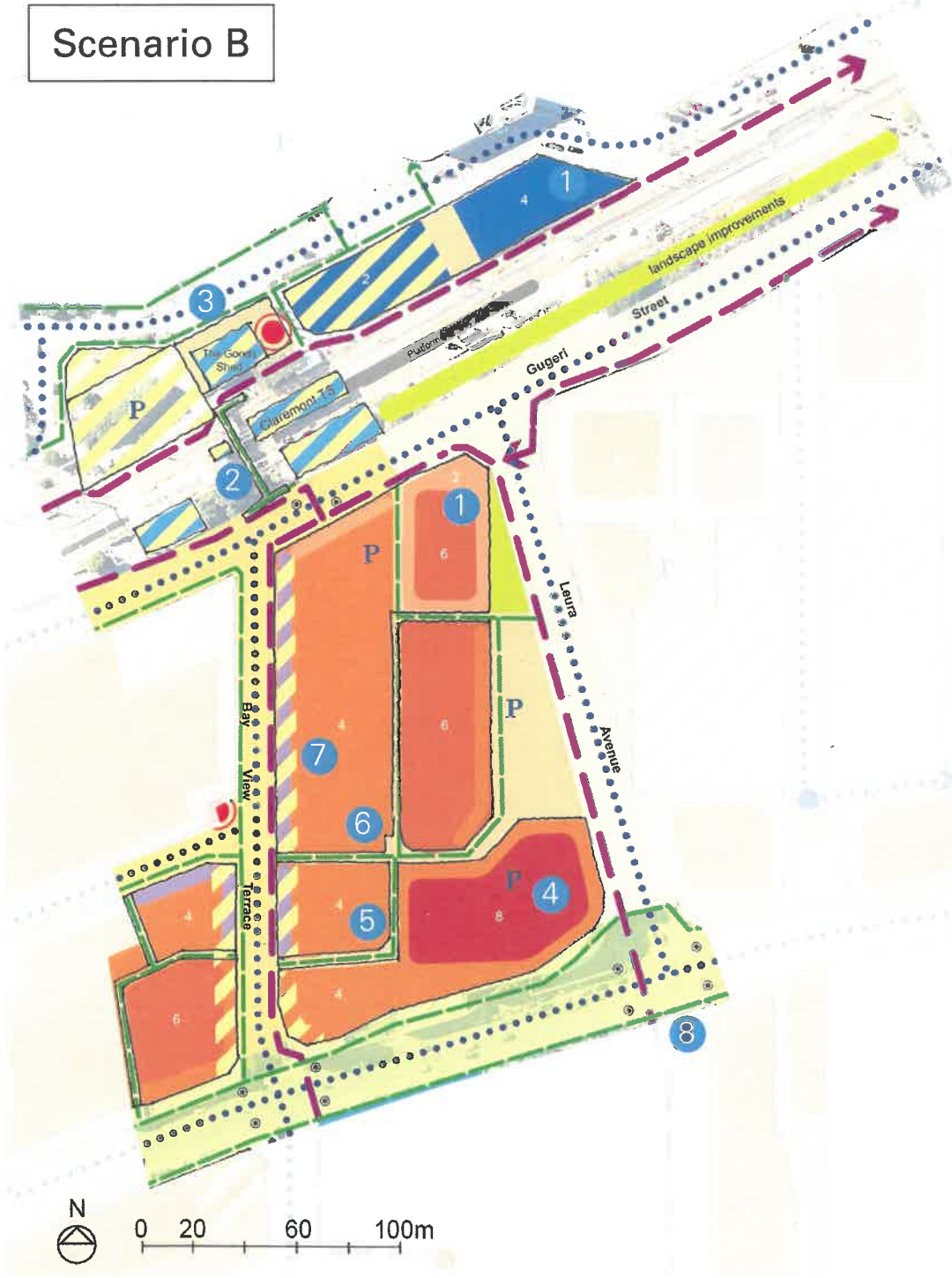
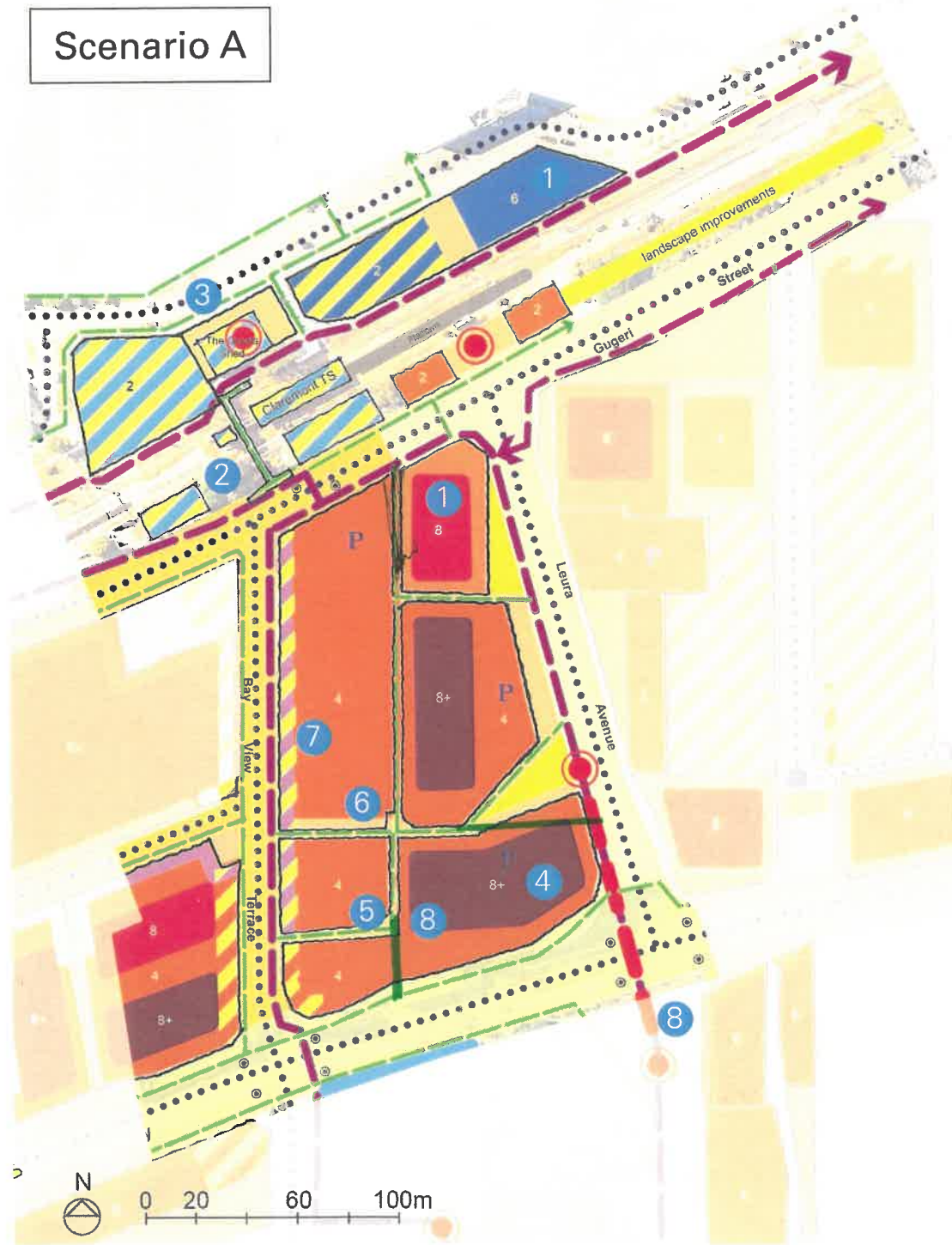
Northern setting for the Town Centre which retains the heritage characteristics; connects with the Town Centre and to the train station; and transitions appropriately to the surrounding area.



- 1 Creates a potential setting/entrance for the Town Centre
- 2 Options for height and intensity in relation to/proximity to the Town Centre
- 3 Height transition within the lot at interface with Shenton Road and consideration of two storey development opposite/north of Shenton Road
- 4 Retention of heritage homes/properties/ important interface sensitivity considerations
- 5 Key connection under railway enhancement opportunity
- 6 Opportunity to take pressure off Town Centre with development of old dwelling stock for medium density housing diversity

AREA 5: EAST OF BAY VIEW TERRACE AND AROUND CLAREMONT TRAIN STATION CHARACTER STATEMENT

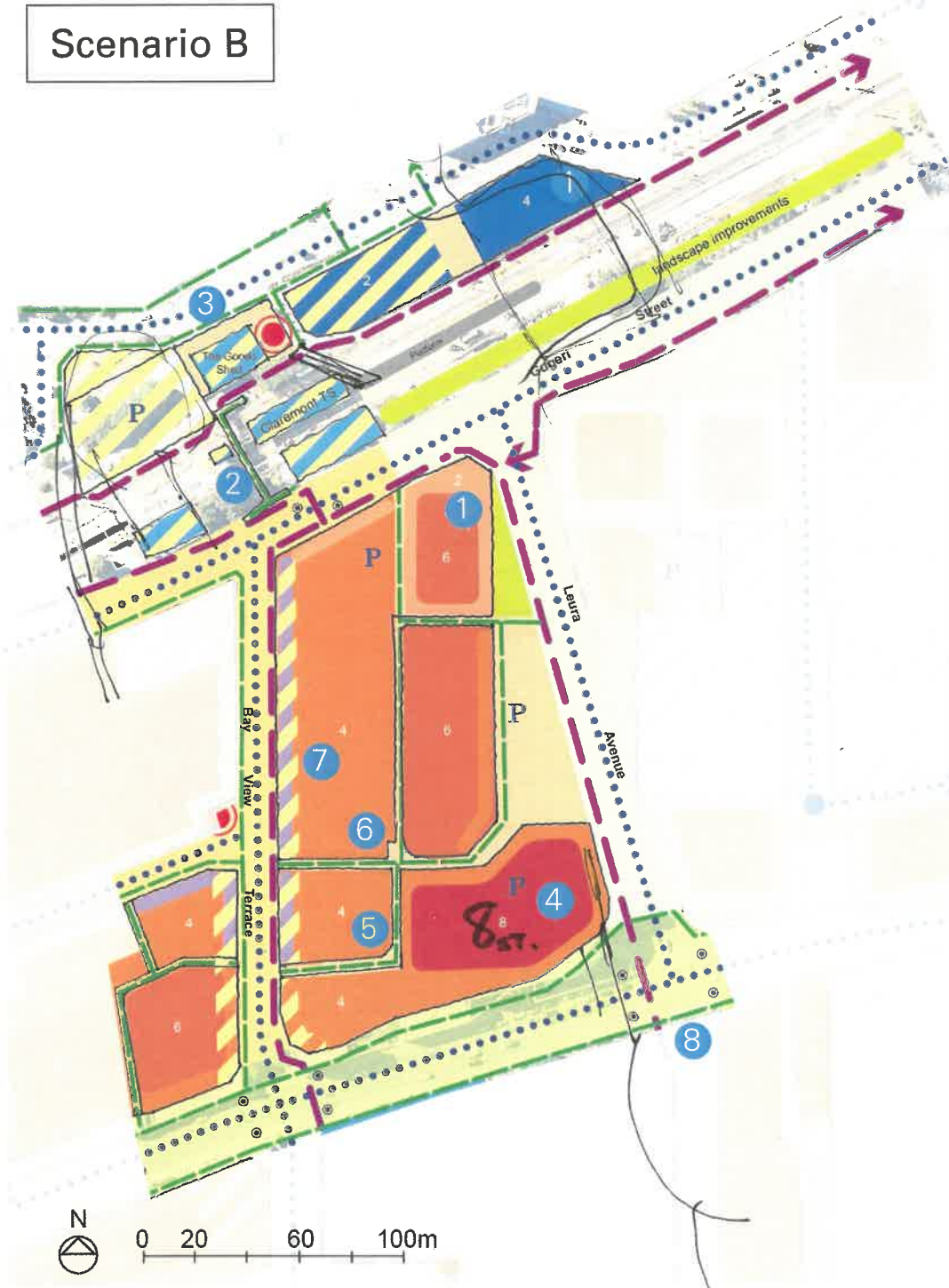
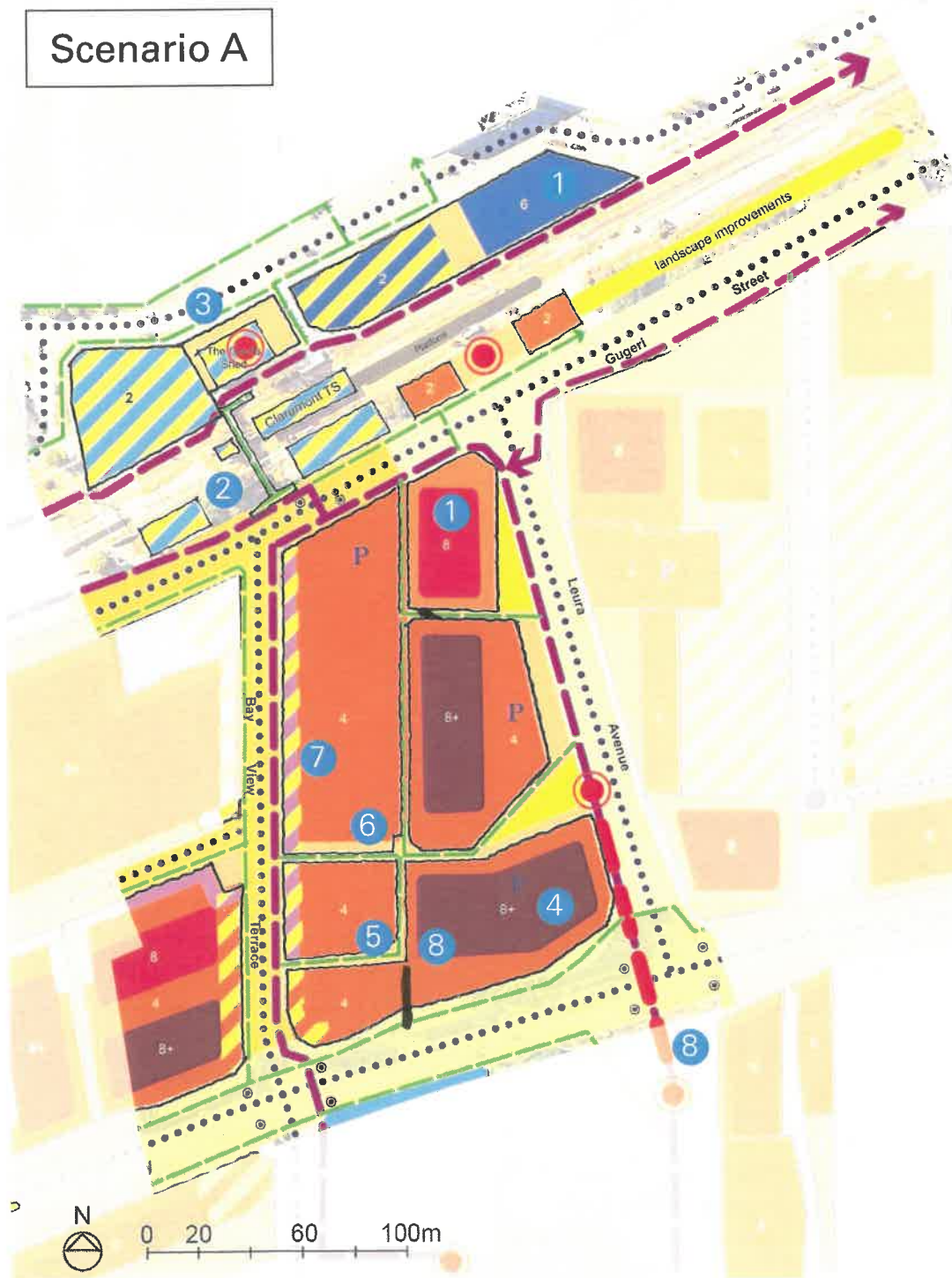
An eclectic mix of heritage elements and fine grain land uses supported by an exciting network of laneways creating a unique 'village feel' characteristic in the Centre.



- 1 Height consistent with Claremont Oval North East Precinct Design Guidelines
- 2 Railway crossing location
- 3 Goods Shed cultural facility expansion
- 4 Landmark development on corner of Leura Ave and Stirling Highway
- 5 Opportunities to extend laneway network
- 6 Fine grain laneway character and active frontages to lanes
- 7 Promote active frontage along Bay View Terrace with heritage retention and upper level setback
- 8 Crossing of Stirling Highway and linkages to Train Station and Claremont Oval

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AREA 6: ST QUENTIN AVENUE/CLAREMONT QUARTER CHARACTER STATEMENT

The vibrant and active town centre with a diversity of land uses that supports a day and night economy with opportunities to enhance community spaces and pedestrian comfort with a strengthened landscape/public realm.



- 8 Opportunity for development intensity east of 'Typika' site
- 9 Consideration of potential for additional pedestrian laneways
- 10 Consider crossing of Stirling Highway and linkages to the Train Station
- 11 Opportunity for green edges/street trees along Stirling Road & Gugeri St to enhance shade shelter/ambience
- 12 Activate northern interface of Claremont Quarter to Bus Station and Gugeri St
- 13 Opportunities for street furniture and incidental places to linger