

TOWN OF CLAREMONT

# LOCAL PLANNING STRATEGY

OCTOBER 2024



# DOCUMENT STATUS

## Preparation

The Town of Claremont Local Planning Strategy has been prepared in accordance with Part 3 of the *Planning and Development (Local Planning Scheme) Regulations 2015*.

The Strategy was prepared on behalf of the Town of Claremont by:



Project Reference: 21/016

## Version Control Table

Reference	Version	Date
Version 1	Draft for Council Consideration	June 2022
Version 2	Draft for Advertising	October 2023
Version 3	Final for WAPC Approval	October 2024

# ENDORSEMENT

The Town of Claremont Local Planning Strategy certified for advertising on 24 October 2023.

Signed for and on behalf of the Western Australian Planning Commission

*an officer of the Commission duly authorised by the Commission (pursuant to the Planning and Development Act 2005)*

Date 24 October 2023

## ADOPTED

The Town of Claremont hereby adopts the Local Planning Strategy, at the Ordinary meeting of the Council held on the 25<sup>th</sup> day of JUNE 2024.

  
MAYOR/SHIRE PRESIDENT

  
CHIEF EXECUTIVE OFFICER

## ENDORSEMENT

Endorsed by the Western Australian Planning Commission on DATE 25/11/2024

*an officer of the Commission duly authorised by the Commission (pursuant to the Planning and Development Act 2005)*

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Image: Claremont Train Station and Town Centre



# EXECUTIVE SUMMARY

The Local Planning Strategy (the Strategy) is one of the key guiding documents for the growth of the Town over the next 10-15 years. It will provide the strategic basis for the preparation of the Town of Claremont's new Local Planning Scheme and Local Planning Policies.

The Strategy will support the Council in fulfilling its role to recognise, promote and enhance the social, environmental, economic and cultural setting of the Town for the community, both now and into the future.

Although the Town has already achieved its 1,300 dwelling minimum infill target set by the State Government for 2050, the Strategy demonstrates how the Town addresses the Western Australian Planning Commission's 'urban consolidation principles' contained in the 2018 Central Sub-regional Planning Framework. The Strategy confirms the dwelling growth will be directed to the centres, precincts and activity corridors while protecting the suburban, heritage and character areas.

A significant proportion of additional dwellings will be located in areas already subject to approved plans for the Claremont Town Centre, Claremont North East Precinct (Claremont on the Park) and the Stirling Highway urban corridor. The remainder of the Town's infill will be directed into other Planning Areas around Loch Street and Swanbourne Station Precincts.

Precinct Structure Plans and/or Local Development Plans will be prepared/finalised to facilitate higher density and/or mixed use development in these areas and to ensure intensification contributes to the diversity of housing, as well as guiding upgrades to the public realm and infrastructure within the Town.

The Strategy also identifies two future Investigation Areas (located along Stirling Highway west of the Town centre and at the Claremont Showgrounds) which have the potential for additional growth and change, but which require further engagement with landowners and the community to gauge support for growth through higher residential densities. Details on the Planning Areas can be found in Part One (**Section 4.0**) and Part Two.





Image: Claremont North East Precinct (2019)



Part 1

# LOCAL PLANNING STRATEGY



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# 1.0 INTRODUCTION

Under the *Planning and Development (Local Planning Schemes) Regulations 2015*, every local government is required to prepare a Local Planning Strategy that:

- a) Sets out the long-term planning directions for the local government;
- b) Applies any state or regional planning policy that is relevant to the local planning strategy; and
- c) Provides the rationale for any zoning or classification of land under the Local Planning Scheme.

The Strategy forms the strategic basis for the preparation, implementation and review of the Town of Claremont Local Planning Scheme and Local Planning Policies.

The Town of Claremont Local Planning Strategy comprises:

## **Part One – Local Planning Strategy**

This part provides:

- The Town’s vision to guide land use and development;
- Local Government wide planning directions and actions premised upon the themes of Community and Urban Growth, Economy and Employment, Environment and Infrastructure;
- Directions and actions to deliver the desired outcomes within the Town’s seven Planning Areas; and
- A framework for implementation and periodic review.

The Strategy applies to the area shown in **Figure 1** – Local Context Plan.

## **Part Two – Background Analysis Report**

This part provides:

- A summary of the State and regional planning frameworks relevant to the Town;
- A summary of the local planning framework;
- An analysis of the town-wide planning issues and opportunities; and
- An analysis of the planning issues and opportunities for each of the Town’s seven Planning Areas.

## **Background Reports**

This Strategy has been supported by a suite of background reports prepared by the Town and available on the Town’s website.

## **Operation**

This Strategy comes into operation on the day on which it is endorsed by the Western Australian Planning Commission (WAPC) and revokes the Town’s preceding local planning strategy (‘Clearly Claremont’), previously endorsed by the WAPC on 8 February 2011.





Figure 1: Local Context Plan for the Town of Claremont



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## 2.0 VISION

The Strategy outlines the 15-year vision for how land use change and development will occur within the Town of Claremont. The vision has regard to the Town's Strategic Community Plan (Claremont Ahead 2021-2031), but recognises that any community aspirations for future land use change and development is balanced with the requirements of planning legislation and policy.

The Strategy will provide for the expression of how broader State planning requirements can be applied and ultimately implemented at a local level.

The Town's Vision and Mission statements for its community are as follows:

**Our Vision: The Town is a progressive, respectful, sustainable local government supporting a connected, flourishing community.**

**Our Mission: We exist to deliver quality services for Claremont today and to build the foundation for the future.**

### 1.

**Liveability** - We are an accessible community, with well maintained and managed assets. Our heritage is preserved for the enjoyment of the community.

- Promote and support initiatives that improve traffic flow;
- Provide clean, usable, attractive and accessible streetscapes and public spaces;
- Balance the Town's historical character with complementary, well designed development;
- Develop the public realm as gathering spaces for participation, prosperity and enjoyment;
- Maintaining and upgrading infrastructure for seamless day to day usage; and
- Providing a responsible and well managed urban environment, with sustainable development outcomes.

### 2.

**Prosperity** - Our businesses are thriving and integrated into the life of the Claremont community, and the Town Centre is a premier place to dine, shop and visit.

- Further develop and implement the principles of the Business Improvement District Policy to support local and new businesses;
- Reduce unnecessary barriers to new business and support the success of existing local businesses;
- Support a vibrant and active Town Centre environment which provides a broad mix of land uses and activities; and
- Assist in creating local employment opportunities through a strong local economy.

### 3.

**People** - we live in an accessible and safe community that welcomes diversity, enjoys being active and has a strong sense of belonging.

- Maintain, manage and enhance the Town's community facilities in response to a growing community and changing demographics;
- Create opportunities for and access to social participation and inclusion in support of community health and wellbeing;
- Play an integral role in local safety and crime prevention;
- Develop a strategy for services and facilities for an aging population.
- Improve the capacity of local community groups; and
- Recognise and celebrate the Town's history and culture.

### 4.

**Environment** - we are a leader in responsibly managing the built and natural environment for the enjoyment of the community, and continue to provide sustainable, leafy green parks, streets and outdoor spaces.

- Strive for innovative environmental design practices in new developments and redevelopments;
- Create opportunities for varied transport options that reduce carbon emissions and other impacts of a growing town;
- Constantly seek and implement best-practice options for waste management and water usage;
- Provide education and communication on leading practices to the community; and
- Implement environmental practices as reflected in the WESROC Climate Change Risk Assessment Project.



## 2.1 Principles

The Strategy is guided by the following planning principles:

### **COMMUNITY, URBAN GROWTH AND SETTLEMENT**

#### **Population Growth**

The Town will facilitate the delivery of well-considered, integrated population growth that meets the needs of changing communities and provides housing choice and diversity.

#### **Character and Heritage**

The Town will recognise and protect the established character and heritage of the area and facilitate the conservation and celebration of key precincts, streets, and sites.

#### **Community Infrastructure**

The Town will ensure the provision of high-quality community infrastructure and facilities that are responsive to the changing needs of the community.

#### **Open Space**

The Town will improve the usability and accessibility of open space areas and the public realm to improve amenity and encourage active lifestyles and community wellbeing.

### **ECONOMY AND EMPLOYMENT**

The Town will promote economic growth and employment by ensuring planning provisions support a diversity of businesses and services.

### **ENVIRONMENT**

The Town will encourage the preservation and protection of its natural assets and ensure that future land use and development does not compromise the environmental integrity of these assets.

### **INFRASTRUCTURE**

#### **Essential Service Infrastructure**

The Town will facilitate the delivery of essential service infrastructure to support and facilitate growth.

#### **Traffic and Transport**

The Town will increase the opportunity to diversify travel methods in order to encourage modal shifts that will reduce traffic congestion and improve the health and wellbeing of residents.

## 2.2 Objectives

### Community, Urban Growth and Settlement



**Housing Growth:** To facilitate growth of residential intensity in precincts with strong connectivity to public transport, local services and facilities.



**Housing Diversity and Affordability:** To increase the diversity of housing choices throughout the Town to cater for a changing demographic and lifestyle choice.



**Built Form Response:** To ensure new built form responds to changing demographic needs, as well as existing and proposed character and amenity within and adjacent to the surrounding area.



**Proximity and Usability:** To improve the usability, accessibility and amenity of the public realm and open space areas.



**Regional Accessibility:** Maintain and enhance current usability and accessibility for residents and visitors throughout the Town to regional open space and sporting facilities.



**Tree Canopy:** To maintain and expand upon the tree canopy throughout all suburban and urban precincts.



**Activation of Places:** To encourage activation of places within the Town through integration and delivery of community infrastructure and facilities.



**Suburban Character Precincts:** To celebrate and strengthen the character of suburban precincts throughout the Town.



**Meeting Community Need:** To respond to changing demographic and health needs of the Town with community infrastructure by reviewing the useability and functionality of existing infrastructure.



**Character Streets:** To protect and enhance the integrity of character streets and streetscapes throughout the Town.



**Heritage Places:** To facilitate the protection and preservation of key heritage features of identified heritage places.

## Economy and Employment



**Vibrant Centres:** To support the viability of business activity in activity centres, station precincts and urban corridors.



**Business and Employment Growth:** To provide flexibility in land use planning and development to accommodate land use change and mixture that encourages business and employment growth within activity centres, station precincts and urban corridors over time.



**Business Diversity:** To increase the diversity of businesses and services operating throughout the Town to reinforce the resilience of the economy.

## Environment



**Asset Management:** To sustainably manage the Town's natural assets and maintain their environmental integrity.



**Urban Interface:** To ensure that fringe development is appropriately planned to minimise land use conflict with key natural assets.

## Infrastructure



**Traffic Congestion and Parking:** To reduce traffic congestion and parking conflicts to increase the efficiency and safety of movement.



**Public Transport:** To optimise the effectiveness of the public transport network and frequency of service to encourage modal shift.



**Cycling and Walking:** To increase walkability and cyclability to improve connectivity, reduce traffic congestion and improve the health and wellbeing of residents.



**Infrastructure Upgrades:** To plan for upgrades to essential service infrastructure to support the growth of infill precincts throughout the Town.



## 2.3 Local Planning Strategy Overview

The Local Planning Strategy (LPS) Map shown in **Figure 2** is intended to provide a spatial overview of the proposed planning directions for the Town to achieve the vision of the Strategy. The Strategy is based on the opportunities and constraints analysis for growth undertaken in the background analysis report Part 2.

This demonstrates that the Town has sufficient capacity to accommodate forecast demand for employment floorspace to support economic growth and exceeding the *Perth and Peel @3.5m* dwelling targets in the longer term. Locations for future growth will be guided by the Strategy's vision, principles and objectives. Enhancing the liveability of the Town across the seven Planning Areas, as well as improving connections between them, is a key focus of the Strategy.

The Town's population has significantly increased over the past 20 years with more and more people wanting to live closer to the City, where they are closer to a range of services, public transport, education, employment and entertainment. This brings with it vibrancy and activation and will provide greater support for local businesses especially after hours and on the weekends.

The elements shown and annotated on the LPS Map are not intended to be exhaustive, and are supported by the Town wide theme plans in **Section 3.0** and the Planning Area plans in **Section 4.0**.

## 2.4 Strategic Direction

### 2.4.1 New Local Planning Scheme

The Strategy identifies a number of planning issues and Planning Areas which, due to their complexity and stage in the planning process, will require further investigation, to inform future updates to the local planning framework. This work should not delay the preparation of the new Local Planning Scheme. The Strategy proposes staged implementation which can be accommodated with the new Local Planning Scheme being developed as follows:

- Prepare a new Local Planning Scheme based on the model scheme text format and the immediate and short term actions of this Strategy; and

- Investigate and resolve the medium to longer term actions and implement the recommendations from these processes, through amendments to the new Local Planning Scheme.

### 2.4.2 Planning Areas

From a spatial perspective, those areas requiring further planning have been identified:

- As activity centres, station precincts and urban corridors suitable for future intensification and employment growth;
- To inform updates to the local planning framework (zones, reservations, land use permissibility, densities and development requirements, etc.) to facilitate the planned growth; and
- As requiring further investigation (Future Investigation Areas) to inform future updates to the local planning framework.

Further detailed planning has been identified in the form of Precinct Structure Plans and Local Development Plans. These plans also provide the opportunity to consider public realm and infrastructure upgrades, to ensure both private and public realm upgrades are planned for and implemented concurrently where possible.

Future Investigation Areas have potential for future growth but require further technical investigation and engagement with landowners and the community to gauge support for future changes to the local planning framework.

### 2.4.3 Character and Heritage Areas

Recent engagement with the community has confirmed the desire to protect significant streetscapes and heritage areas. The Strategy recommends:

- The preparation of a Character Study to identify key suburban precincts which are prime examples of the style of development and subdivision of that area, and the sense of place that style reinforces within the community; and
- The Town continues to periodically review its Heritage List, to ensure that all heritage places and areas are recorded, and formulates a local Heritage List to be adopted under the new Local Planning Scheme.

## LEGEND

### Boundaries

— Town of Claremont

### Community and Urban Growth

#### Centres, Precincts and Corridors

⊙ Activity Centre (800m Walkable Catchment)

⊙ Transit Precinct (400m Walkable Catchment)

⊙ Future Transit Precinct (400m Walkable Catchment)  
- to be determined through Planning Investigation Area

### Planning Areas

Loch Street Station Precinct

Swanbourne Station Precinct

Claremont Station Precinct

Claremont Town Centre

Stirling Highway East - Highway

### Planning Investigation Areas

Claremont Showgrounds Precinct  
- Subject to Improvement Plan No. 57

Stirling Highway West

Outside of Planning Area

### Economy and Employment

Education

Health

Local Centre

### Environment

Regional Open Space

Local Open Space

Waterways

### Infrastructure

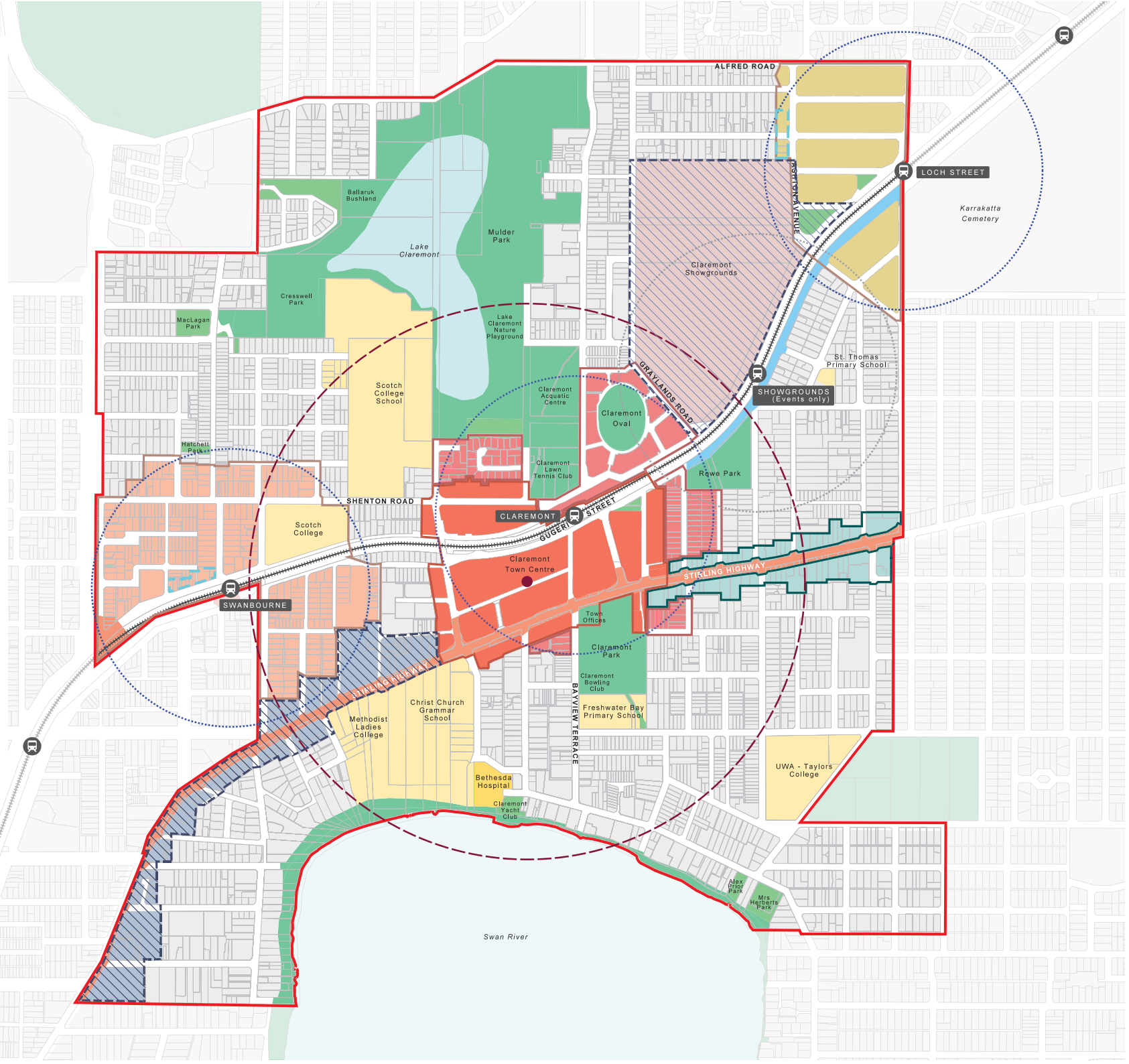
Primary Regional Roads

Secondary Regional Roads

Railway Line

Railway Station

Figure 2: Local Planning Strategy



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## 3.0 ISSUES AND OPPORTUNITIES

### 3.1 Overview

Consistent with the State Planning Framework, planning issues of relevance to the Town are presented under the following themes:

- Community, urban growth and settlement
- Economy and employment
- Environment
- Infrastructure

For each planning issue identified, planning directions and actions have been outlined.

Planning directions specify what is to be achieved or desired for the issue/opportunity. Each planning direction is supported by an action(s), that clearly and concisely outlines what is proposed and how it is to be undertaken, rationale and timeframe.

The following sections outline key information on each Planning Area including:

- **Opportunities and Issues:** Outlining opportunities and issues for each Planning Area which are to be considered at the more detailed stages of planning.
- **Planning Direction:** Outlining the key planning directions applicable to the Planning Area, taking account of both local context and State policy direction.
- **Actions:** Outlining the planning actions required to guide development and subdivision within the Planning Area over the period.
- **Rationale:** Outlining the reason the location has been identified as an area requiring additional detailed planning and actions by the Town.
- **Timeframes:** Outlining whether the actions are to be completed immediately or over a short, medium or longer time period.

Timeframes proposed are to be interpreted as follows:

Immediate	0-1 year
Short term	1-5 years
Medium term	5-10 years
Long term	10-15 years
Ongoing	Beyond the timeframe of the Strategy.



## 3.2 Community, Urban Growth and Settlement

### 3.2.1 Planning Principles

#### Population Growth

The Town will facilitate the delivery of well-considered, integrated population growth that meets the needs of changing communities and provides housing choice and diversity.

#### Economy and Employment

The Town will promote economic growth and employment by ensuring planning provisions support a diversity in businesses and services.

#### Character and Heritage

The Town will recognise and protect the established character and heritage of the area and facilitate the conservation and celebration of key precincts, streets, and sites.

#### Community Infrastructure

Ensure the provision of high-quality community infrastructure and facilities that are responsive to the changing needs of the community.

#### Open Space

The Town will improve the usability and accessibility of open space areas and the public realm to improve amenity and encourage active lifestyles and community wellbeing.

### 3.2.2 Objectives

The strategic objectives for community, urban growth and settlements are:



**Housing Growth:** To facilitate growth of residential intensity in precincts with strong connectivity to public transport, local services and facilities.



**Housing Diversity and Affordability:** To increase the diversity of housing choices throughout the Town to cater for a changing demographic and lifestyle choice.



**Built Form Response:** To ensure new built form responds to changing demographic needs and existing and proposed character within and adjacent to the surrounding area.



**Proximity and Usability:** To improve the usability, accessibility and amenity of the public realm and open space areas.



**Regional Accessibility:** Maintain and enhance current usability and accessibility for residents and visitors throughout the Town to regional open space and sporting facilities.



**Tree Canopy:** To maintain and expand upon the tree canopy throughout all suburban and urban precincts.



**Activation of Places:** To encourage activation of places within the Town through integration and delivery of community infrastructure and facilities.



**Suburban Character Precincts:** To celebrate and strengthen the character of suburban precincts throughout the Town.



**Meeting Community Need:** To respond to changing demographic and health needs of the Town with community infrastructure by reviewing the usability and functionality of existing infrastructure.



**Character Streets:** To protect and enhance the integrity of character streets and streetscapes throughout the Town.



**Heritage Places:** To facilitate the protection and preservation of key heritage features of identified heritage places.

### 3.2.3 Strategic Considerations

Several informing strategies provide strategic direction for the community, urban growth and settlement theme, including:

- *Perth and Peel @3.5m – Central Sub Regional Planning Framework*
- *SPP 4.2 Activity Centres for Perth and Peel*
- *Development Control Policy 1.6 Planning to support transit use and development*
- *Draft Public Open Space and Community Facilities Strategy (2021)*

#### 3.2.3.1 Housing Growth

According to .id forecasting, the Town of Claremont is expected to see an average annual change in population by 1.28% between 2016 and 2041. This equates to an increase in population of approximately 3,970 residents.

To accommodate this, there will need to be specific dwelling targets set for each Planning Area within the Town. The identification of Planning Areas within the Town is intended to guide subsequent structure planning where necessary, and/or a review of existing zonings and density provisions.

#### 3.2.3.2 Housing Diversity and Affordability

With forecasting data predicting a growing and aging population, there is an inherent demand for a more diverse range of housing, which has historically mostly catered for mature families. The lowering of housing affordability, the increase in housing demand close to the Perth CBD and the changing demographics of the Town generate a strong push for more diverse and affordable housing to be delivered in appropriate locations.

Actions planned to be undertaken by the Town of Claremont include introducing development bonuses, which will seek to encourage a more diverse range of housing and the delivery of key community infrastructure and facilities, as well as investigating more opportunities to facilitate aged and dependent persons dwellings. These actions will assist in accommodating a range of demographics and household types, which will give more choice to residents on how and where they would like to live.

#### 3.2.3.3 Cultural Heritage (Historic and Aboriginal Heritage)

Claremont is a historic area with a high number of heritage sites and spaces, both from its Aboriginal history, and its European development from the late 19th century. This rich history is what makes Claremont special, and this strong identity should be celebrated to further foster the strong sense of place currently experienced by residents in the Town.

To protect this special character from disruption from future development, the Town will ensure the new Local Planning Scheme and associated Local Planning Policies identify the important elements of character areas, and that new development either reinforces, protects, or enhances this.

#### 3.2.3.4 Access to and Diversity of Public Open Space

An analysis of Public Open Space (POS) within the Town identifies that overall, residents benefit from a high level of accessibility to recreational POS, however, there is a deficit in the provision of publicly accessible sporting space. In particular, Claremont South currently has no provision of sporting space under the control of the Town. The current level of sport and recreation space does not achieve the desired benchmark area per head of population, with this shortfall increasing as the Town's population grows over time.

While there is limited scope to increase accessibility due to the built-up nature of the Town, there are still strategies available to increase the diversity of the current POS. This includes opportunities to formalise public use of private spaces and identify locations where it may be desirable to acquire/convert other spaces to POS to expand the existing provision, including Claremont Oval, the Royal Agricultural Showgrounds (RAS) and private school ovals. Residents also have convenient access to nearby sporting space at Mount Claremont Oval, College Park and Allen Park (all within the City of Nedlands).

The Town will seek to implement an Open Space Strategy to guide the provision and use of the Town's POS, as well as making investigations into providing more diverse POS. These investigations will identify opportunities for Town owned or managed land to be used for POS, and the potential for private development to receive concessions where POS is provided in areas identified where there is a gap in catchments.



It is noted that POS contributions have traditionally been applied on the subdivision of land in the creation of more than four lots. In more recent times, there has been a trend developing where significant strata developments which intensify the residential population of an established area are required to contribute POS contributions to allow local facility upgrades and the provision of additional POS land, and these have also been applied at the 10% rate of contribution.

The Town's POS and Community Facilities Study inform this part of the Local Planning Strategy, and it is noted that planning for higher density areas also requires focus on quality over quantity, particularly where it comes to open space planning. In higher density environments, where land costs drive strong land efficiency, there needs to be an increased focus on ensuring a high quality of open space provision and a focus on maximising connections to and from existing open space networks. While a certain quantum of open space is required, it is the quality of the open space that is most important in a higher density context.

The Town will need to progress the POS and Community Facilities study to provide structure over areas of additional POS provision and envisaged POS facility upgrades. Any resulting requirements for contributions and cash in lieu as a result of the Strategy would be included within the new Local Planning Scheme.

### 3.2.3.5 Quality of Community Infrastructure

An assessment was undertaken on the current provision of community infrastructure within the Town, and found that overall, residents have reasonable access to a range of community facilities which provide opportunities to socialise, undertake group activities/meetings and to take part in various craft, dance, personal, health and wellbeing opportunities. However, current facilities vary in condition, functionality and accessibility. Gaps currently exist with the provision of youth based infrastructure as a result of the changes to the community demographic over recent years.

An understanding of the effectiveness of existing infrastructure to service the community requires further investigation and analysis. Based on the initial assessment undertaken, the focus of the Town should be on the upgrade, renewal and replacement of existing facilities, rather than any significant new build. This should incorporate the master

planning and ongoing investment in selected POS and sporting facilities. Where facilities and services are provided by others (i.e. private schools, RAS, Claremont Oval), greater security is needed for community groups accessing those facilities at times which are suitable.

Upon endorsement of the Town's community needs assessment, the Town may then need to consider the preparation and implementation of a Community Infrastructure Plan which will align its objectives with the results from the community needs assessment. The Town will also investigate the feasibility of establishing a Local Planning Policy relating to Community Benefit Contributions in exchange for development bonuses, with potential for such provisions to be incorporated into the new Local Planning Scheme (where appropriate). This will assist the Town in the delivery of community infrastructure, when it is identified that there is a net deficit within identified catchments.



Image: The Town includes a diversity of community facilities and public open space.

### 3.2.3.6 Community Health and Wellbeing

It is recognised that the Town is required to prepare a Community Health and Wellbeing Plan by the Department of Health, and this is currently being finalised and will be presented to Council for approval in 2024/25. This Community Health and Wellbeing Plan will identify the work that has been done by the Town of Claremont in the health and community welfare area as identified in its community survey and Australian Bureau of Statistics data. The key outcomes of the Community Health and Wellbeing Plan are expected to support the improvement of public facilities in the Town inclusive of pedestrian and bicycle access paths and the provision of public open space.

**Table 1: Community, Urban Growth and Settlement - Planning Directions and Actions**

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<p><b>Housing Growth</b></p> <p>Facilitate an increase in available housing stock through considered development which is focused around centres, precincts and corridors, to align with infill development requirements under Perth and Peel @ 3.5 million and the Central Sub-regional Planning Framework.</p>	<p>Increase the number of dwellings within the Town to accommodate the anticipated population growth within centres, precincts and corridors, while protecting the dominant tree-lined and heritage streetscapes.</p>	<ol style="list-style-type: none"> <li>1. Review existing density codings and development standards, including plot ratio, building height and development bonuses within the planning areas to ensure there is sufficient capacity to accommodate residential growth.</li> <li>2. Review small pockets of R15/20 and R30/40 split density coded areas to be rationalised to a single density code under the new Local Planning Scheme, to be completed in the medium term.</li> <li>3. Prepare Precinct Structure Plans or Local Development Plans for Planning Areas to guide future updates to the local planning framework and upgrades to the public realm and infrastructure, where required.</li> </ol>	<p>Support infill and consolidation targets.</p>	<p>Short-Medium term</p>
<p><b>Housing Diversity and Affordability</b></p> <p>Facilitate an environment for improved liveability and amenity through the provision of a range of housing types and lifestyle choices to support a diverse demographic.</p>	<p>To increase the diversity of housing options and supply of affordable housing to provide for a greater diversity of residents and households.</p>	<ol style="list-style-type: none"> <li>1. Investigate provisions for development bonuses to support housing diversity, including: <ul style="list-style-type: none"> <li>• Aged persons accommodation and adaptable housing;</li> <li>• Student and other specialist co-living housing; and</li> <li>• Affordable housing including live/work spaces.</li> </ul> </li> <li>2. Investigate opportunities to facilitate more aged and dependent persons dwellings and universally designed and adaptable dwellings through the local planning framework.</li> </ol>	<p>Accommodate a range of demographics/household types and providing greater opportunities to live, work and recreate within precincts, centres and corridors.</p>	<p>Short term</p>

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<p><b>Cultural Heritage (Historic and Aboriginal Heritage)</b></p> <p>Protect and celebrate the special character of Claremont whilst facilitating regeneration and increased intensification.</p>	<p>To protect and integrate the special character of the Town whilst undergoing urban renewal.</p>	<ol style="list-style-type: none"> <li>1. In collaboration with the local community, undertake a review of streets and precincts within the Town to identify the specific values and attributes within those streets/precincts that exemplify the character of those areas and the aspects worthy of protection and celebration.</li> <li>2. Ensure the new scheme and associated Local Planning Policies seek to ensure important elements of Aboriginal and European Heritage and character areas are reinforced, protected and enhanced by new development.</li> <li>3. Refine existing planning provisions for character areas to ensure that important built form and landscape character in these areas are reinforced and enhanced by new development.</li> <li>4. Periodically review the existing Local Heritage List for adoption in the local planning framework.</li> </ol>	<p>The existing residential character expresses Claremont’s identity, character and sense of place. Celebrate this as an asset to the local community and as places of interest to visitors.</p>	<p>Short term</p>
<p><b>Access to and Diversity of Public Open Space</b></p> <p>Some open spaces are not optimally used and certain areas do not have convenient access to open space.</p>	<p>Ensure the community has access to an adequate and diverse range of POS to meet its needs.</p>	<ol style="list-style-type: none"> <li>1. Prepare and implement an Open Space Strategy to guide the provision, use and development of the Town’s POS.</li> <li>2. Investigate through a Strategic Property Review the potential for any Town owned or managed land: <ul style="list-style-type: none"> <li>• Currently used as open space to be reserved under the local planning scheme for POS if it is not already; and</li> <li>• To be used for POS where there is an identified need.</li> </ul> </li> <li>3. Investigate the use of development bonuses to assist in the delivery of new public open spaces or embellishment of existing spaces where there is an identified need or gap.</li> <li>4. Update Local Planning Strategy to reflect the findings of the open space strategy once completed and finalised.</li> </ol>	<p>Improving the quality, usability and distribution of open space will enhance the amenity of the Town and support a healthy lifestyle for its residents and visitors</p>	<p>Short term</p>
<p><b>Quality of Community Infrastructure</b></p> <p>The Town’s community infrastructure has not kept pace with the needs of its existing and growing resident, worker and visitor population.</p>	<p>Ensure that there is adequate community infrastructure to support the needs of the Town’s residents, workers and visitors.</p>	<ol style="list-style-type: none"> <li>1. Prepare a community needs assessment to form part of a Local Planning Policy.</li> <li>2. Develop this assessment into scheme provisions.</li> <li>3. Investigate the establishment of development bonuses to assist in the delivery of community infrastructure.</li> </ol>	<p>Improve the quality, usability and sustainable provision of community infrastructure to enhance the amenity and diversity of facilities and infrastructure for the Town’s residents, workers and visitors.</p>	<p>Short term</p>



# LEGEND

## Boundaries

--- Town of Claremont

## Community and Urban Growth

### Centres, Precincts and Corridors

- Activity Centre (800m Walkable Catchment)
- Transit Precinct (400m Walkable Catchment)
- Future Transit Precinct (400m Walkable Catchment) - to be determined through Planning Investigation Area

## Planning Areas

- Loch Street Station Precinct
- Swanbourne Station Precinct
- Claremont Station Precinct
- Claremont Town Centre
- Stirling Highway East - Highway

## Planning Investigation Areas

- Claremont Showgrounds Precinct
- Stirling Highway West
- Outside of Planning Area

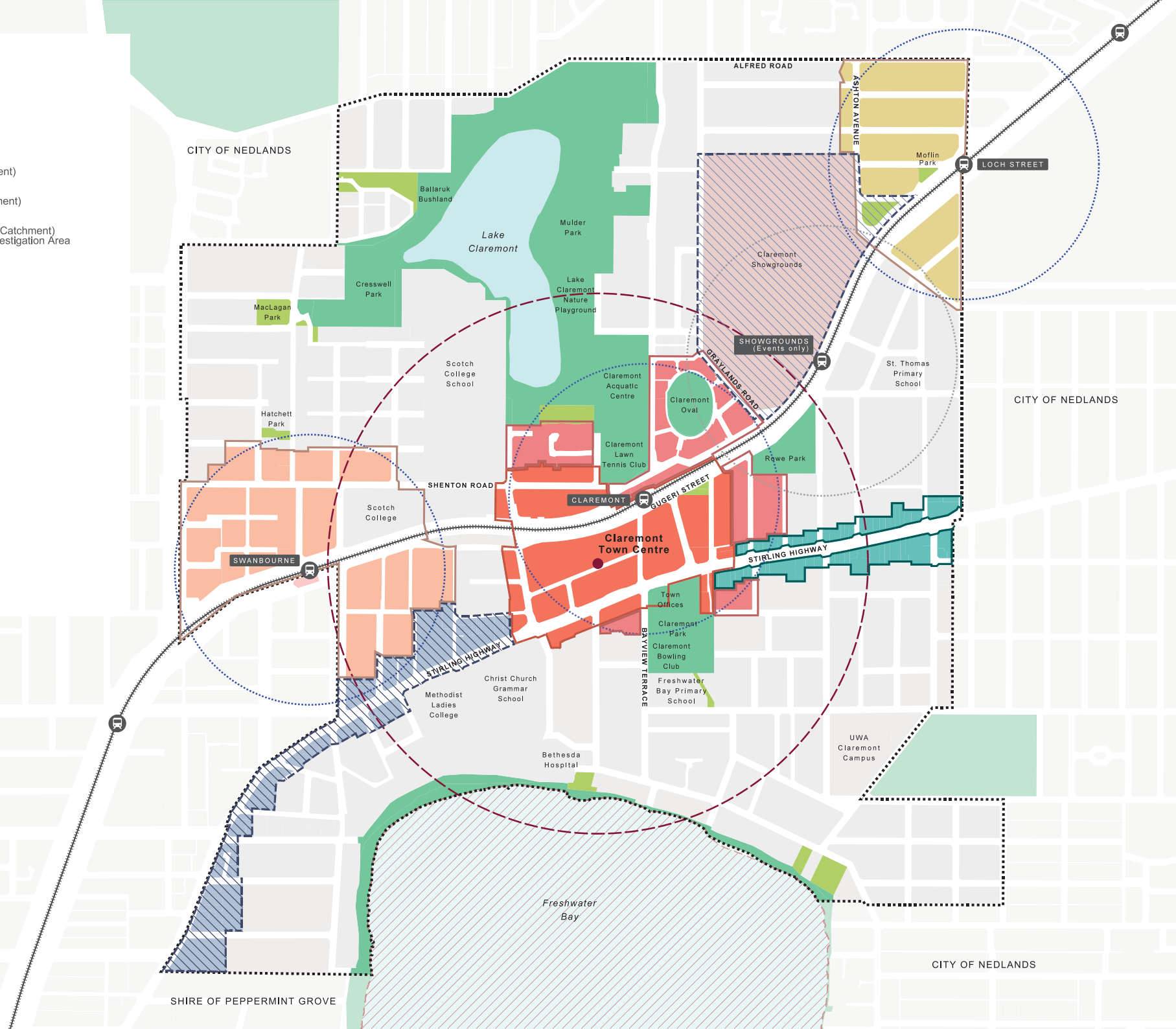
## Environment

- Regional Open Space
- Local Open Space
- Waterways

## Infrastructure

- Railway Line
- Railway Station

Figure 3: Urban Growth Map



## LEGEND

### Boundaries

--- Town of Claremont

### Community and Urban Growth

#### Centres, Precincts and Corridors

⊙ Activity Centre - Capital City (800m Walkable Catchment) from retail area edge

⊙ Transit Precinct (400m Walkable Catchment)

⊙ Future Transit Precinct (400m Walkable Catchment) - to be determined through Planning Investigation Area

▨ Planning Areas

▨ Suburban Residential

### Public Purpose / Community

▨ Education

① UWA Claremont Campus

② Methodist Ladies College

③ Christ Church Grammar School

④ Scotch College Middle / Senior School

⑤ Scotch College Primary School

⑥ Freshwater Bay Primary School

⑦ St Thomas Primary School

### Community Spaces

① McKenzie Pavillion

② Agricultural Showgrounds

③ Town of Claremont Administration Centre

④ Lake Claremont Golf Course / Clubhouse

⑤ Claremont Aquatic Centre

⑥ Claremont Bowling Club

⑦ Claremont Community Hub and Library

⑧ Claremont Oval

⑨ Claremont Tennis Club

⑩ Claremont Yacht Club

⑪ Claremont Museum / Education Centre

### Environment

▨ Regional Open Space

▨ 800m Regional Open Space catchment

▨ Local Open Space

▨ 400m Local Open Space catchment

Ⓢ Sport

Ⓡ Recreation

Ⓝ Nature

▨ Waterways

### Infrastructure

⚓ Railway Line

Ⓜ Railway Station

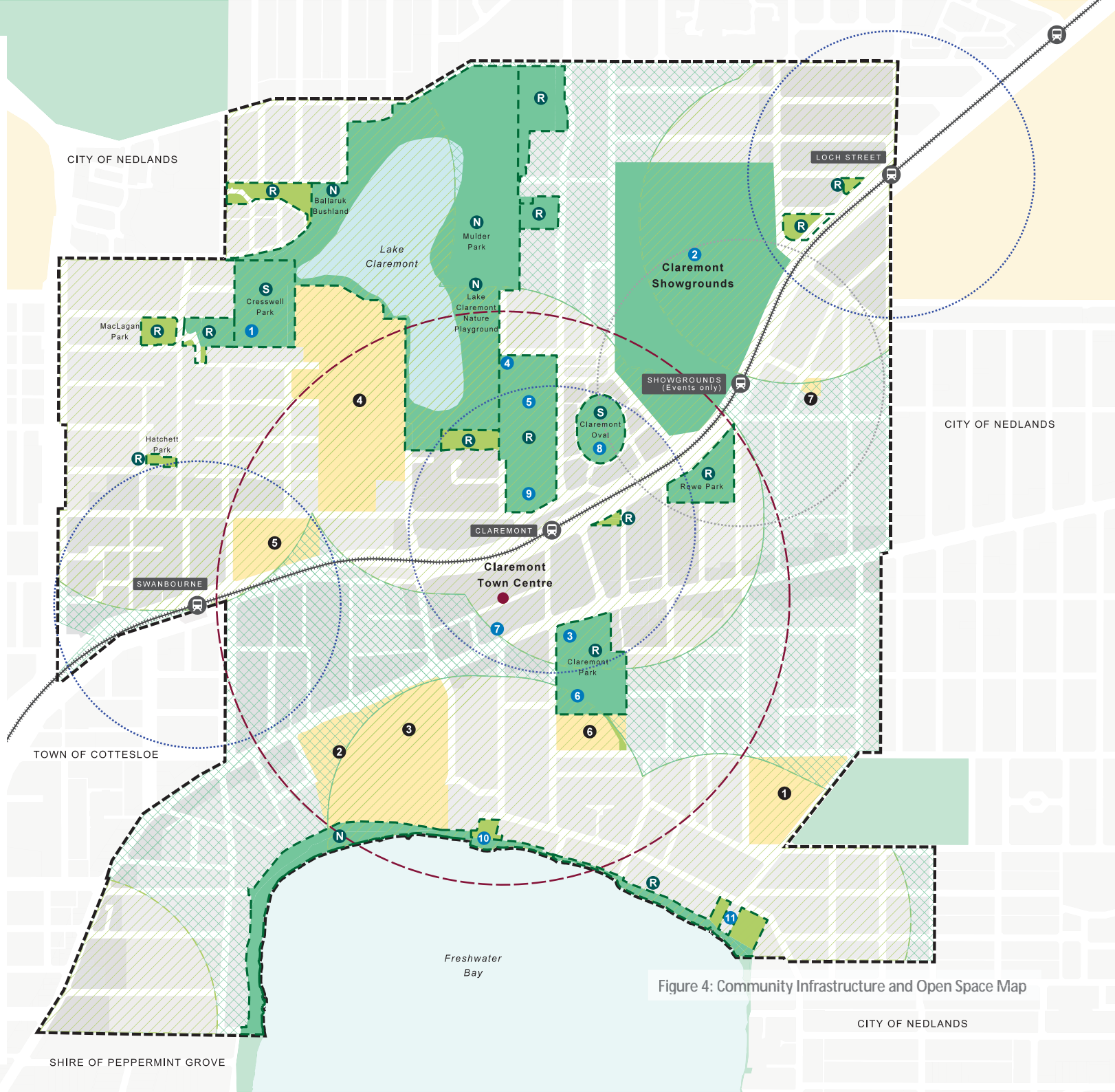


Figure 4: Community Infrastructure and Open Space Map

CITY OF NEDLANDS



## 3.3 Economy and Employment

### 3.3.1 Planning Principle

The Town will promote economic growth and employment by ensuring planning provisions support a diversity of businesses and services.

### 3.3.2 Objectives

The strategic objectives for economy and employment are:



**Vibrant Centres:** To support the viability of business activity in activity centres, station precincts and urban corridors.



**Business and Employment Growth:** To provide flexibility in land use planning and development to accommodate land use change and mixture that encourages business and employment growth within activity centres, station precincts and urban corridors overtime.



**Business Diversity:** To increase the diversity of businesses and services operating throughout the Town to reinforce the resilience of the economy.

### 3.3.3 Strategic Considerations

Several informing strategies provide strategic direction for economy and employment including:

- Draft Claremont Town Centre Precinct Structure Plan
- Claremont Local Commercial Activity Centre Strategy (LCACS 2020)
- Claremont Needs Assessment (November 2021)

Image: Claremont Quarter is the primary retail shopping area within the Town.

### 3.3.3.1 Maintaining a Sustainable Hierarchy of Centres, Precincts and Corridors

It was identified that the priority for economic development is the existing Claremont Town Centre. The focus is to maintain and enhance the primacy of the Town Centre, as it is the centre of commercial, shopping, entertainment and culture within the Town. There is also a focus on supporting the surrounding precincts, centres and corridors, to ensure that future development thrives, and meets current and future community and economic needs.

It is imperative that careful planning is undertaken to ensure the growth and vibrancy of these areas. The Town has set several actions to address this. Precinct Structure Plans or Local Development Plans will be prepared to guide future updates to the planning framework, within the identified centres, precincts, and corridors. Zoning and accompanying development standards for these centres precincts and corridors will also be reviewed under this process to ensure that the planning framework is in a suitable and contemporary manner. The Town will also seek to introduce planning provisions which would require applications for significant retail development outside of the Town Centre (and outside the core retail area of the Town Centre) to undertake a Retail Sustainability Assessment, so that it can be clearly understood what impacts may be had on the Town Centre area.



### 3.3.3.2 Business and Employment Diversity and Growth

The Town has identified that an over reliance on single economic sectors can leave the Town vulnerable to economic downturns. If the Town is more susceptible to these downturns, impacts will be seen in retail and office vacancy rates, employee numbers, and overall vibrancy within the Town.

The Town is therefore seeking to support business and employment growth, with a particular focus on the diversity of economic sectors. Diverse economies are more resilient to changes in market conditions and can provide for a wider range of goods and services to support employment and population growth.

The Town will address this by reviewing existing land use permissibility, to find ways to enable land use diversity in Planning Areas, and to ensure that development that may impact amenity requires development approval, with provisions in place to impose operational conditions to limit this impact. There will also be investigations made to identify opportunities to diversify and grow the Town's economy, through the implementation of the Local Commercial and Activity Centres Strategy.

### 3.3.3.3 Entertainment

The Town identified from the economic review undertaken, that there is currently a lack of entertainment activities being undertaken within the Town Centre. There is a need to address this to ensure there is the vibrancy and activation required to support the Town Centre.

The Town seeks to undertake a review of current land use allocation and permissibility, to facilitate the extension of trading hours of a range of businesses in the Town Centre. The aims of this will be to further increase the activation of the Town Centre, and by extension the passive surveillance throughout this area.

### 3.3.3.4 Claremont Showgrounds and Light Industrial Precinct

The Claremont Showgrounds and light industrial precinct is a precinct that provides a unique opportunity to consider future use and development. It has been identified as a Planning Area - for Future Investigation which will require further engagement with landowners and the community to gauge support for growth and future changes to the local planning framework where appropriate.

### 3.3.3.5 Reduce Regulation

A key opportunity for the Town is to find ways to reduce the amount of planning regulation, so that decisions can be made quicker and easier, and will help make the Town a better place to do business in. It has been identified that over-regulation can limit business and employment growth, so adopting a more flexible approach (where appropriate and not impacting on the primacy of the Town Centre and its core retail area) within the planning framework will assist in attracting and maintaining business growth and diversity.

The Town will look to review its development controls and how these are implemented through its new Local Planning Scheme and Local Planning Policies.



Image: Bay View Terrace provides and the broader Town Centre provides excellent opportunity to increase entertainment activities within the Town.

**Table 2: Economy and Employment – Planning Directions and Actions**

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<p><b>Maintaining a sustainable hierarchy of Centres, precincts and corridors.</b></p> <p>Maintain and enhance the primacy of the Claremont Town Centre and its retail core as the primary centre of commercial, shopping, entertainment and culture within the Town.</p>	<p>To support the vitality of the Town Centre as well as the surrounding Precincts, Centres and Urban Corridor to ensure they thrive and meet community and economic needs.</p>	<ol style="list-style-type: none"> <li>1. Prepare Precinct Structure Plans and Local Development Plans to guide future updates to the local planning framework and identify public realm and infrastructure upgrades for the following centres, precincts and urban corridors: <ul style="list-style-type: none"> <li>• Claremont Town Centre;</li> <li>• Claremont Station;</li> <li>• Swanbourne Station;</li> <li>• Loch Street Station;</li> <li>• Stirling Highway East; and</li> <li>• Stirling Highway West.</li> </ul> </li> <li>2. Review the zoning and accompanying development standards for the Town’s centres, Urban Corridors and Precincts to ensure a suitable and contemporary planning framework.</li> <li>3. Finalise and implement the Claremont Town Centre Precinct Structure Plan.</li> <li>4. Investigate the upgrade and activation of laneway networks in appropriate locations throughout the Town Centre.</li> <li>5. Introduce planning provisions to require applications for significant retail developments outside of the Town Centre (and its retail core) to ensure they address the requirements for out of centre developments as outlined in SPP 4.2.</li> </ol>	<p>To maintain and enhance the primacy of the Town Centre (and its retail core) and supporting centres, precincts and corridors as key nodes of business, retail, culture, entertainment and community services.</p>	<p>Short term</p>
<p><b>Business and Employment Diversity and Growth</b></p> <p>Over reliance on single economic sectors increases the Town’s vulnerability to economic downturns, which impacts on work numbers, office vacancy rates and the overall vibrancy of the town.</p>	<p>Support business and employment diversity and provide for growth.</p>	<ol style="list-style-type: none"> <li>1. Review existing land use permissibility to enable land use diversity in the planning areas and ensure that land uses that may have a significant amenity impact requires development approval, enabling conditions to be imposed on their operation where appropriate.</li> <li>2. Investigate opportunities to diversify and grow the Town’s economy through implementation of the Local Centres and Activity Centres Strategy.</li> </ol>	<p>Town’s with diverse economies are more likely to withstand changes in market conditions and offer a wider range of activities and services to support jobs, visitation and population growth.</p>	<p>Short term</p>



Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<p><b>Entertainment</b></p> <p>There is a lack of entertainment activities in the Town Centre to ensure vibrancy and activation required to support the Secondary Centre.</p>	<p>Consider opportunities to enhance and expand the operation of the Town Centre beyond a retail centre.</p>	<ol style="list-style-type: none"> <li>1. Review land use allocation and permissibility to facilitate extend hours of trade and operation, and facilitate activation and passive surveillance.</li> </ol>	<p>Extend the hours of trade and activation of the Town Centre.</p>	<p>Short Term</p>
<p><b>Claremont Showgrounds</b></p> <p>Opportunity to capitalise on renewal and redevelopment in a strategic, potentially transit location.</p>	<p>Consider opportunities to provide for housing and employment growth within the Town.</p>	<ol style="list-style-type: none"> <li>1. Consider further engagement with landowners and the community to gauge support for growth and future changes to the local planning framework where appropriate</li> <li>2. Undertake detailed analysis of opportunities for existing light industrial and commercial uses as well as mixed use development.</li> </ol>	<p>To provide for residential growth with high levels of liveability and amenity.</p>	<p>Long Term</p>
<p><b>Reduce Regulation</b></p> <p>Ensure regulations are not limiting employment and business growth.</p>	<p>Reduce unnecessary planning regulation to make it easier to do business in the Town.</p>	<ol style="list-style-type: none"> <li>1. Place the majority of development controls, with the exception of land use permissibility, within Local Planning Policies rather than the new scheme.</li> <li>2. Prepare and implement parking policies to facilitate employment and population growth within Centres and corridors having regard to the options available for public transport.</li> </ol>	<p>A flexible approach will be necessary in the planning framework in order to maintain an attract business growth and diversity.</p>	<p>Short Term</p>

## LEGEND

### Boundaries

--- Town of Claremont

### Community and Urban Growth

#### Centres, Precincts and Corridors

Activity Centre - Capital City (800m Walkable Catchment from retail area edge)

Transit Precinct (400m Walkable Catchment)

Future Transit Precinct (400m Walkable Catchment) - to be determined through Planning Investigation Area

### Planning Areas

Planning Areas

Suburban Residential

### Economy and Employment

Secondary Centre

Local Centre

Education

Light Industrial

### Environment

Open Space

Waterways

### Infrastructure

Railway Line

Railway Station

Civic

Event

Education

Health

Tourist Attractions

Tourist Attractions

Tourist Attractions

Tourist Attractions

Tourist Attractions

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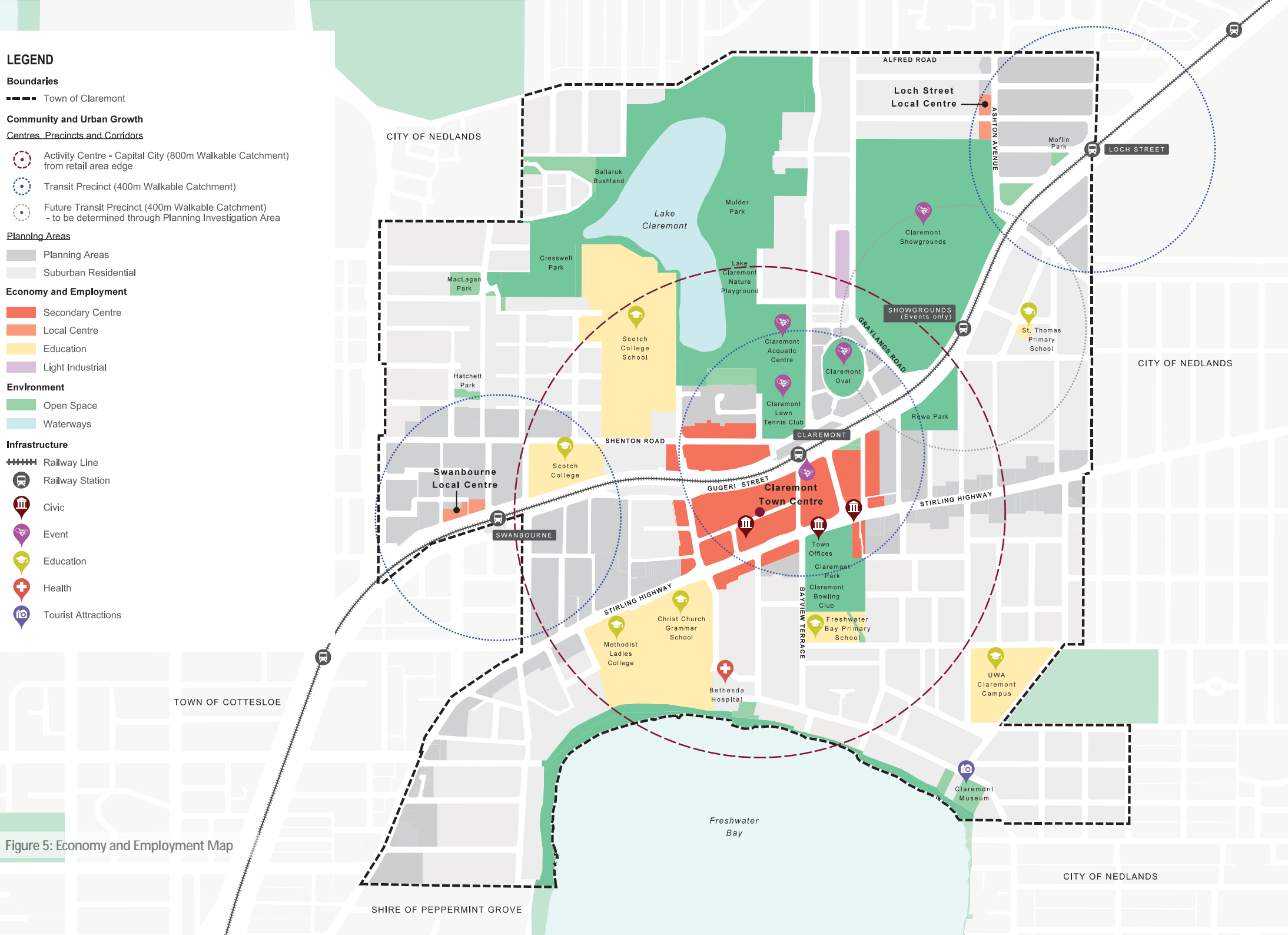
Tourist Attractions

Tourist Attractions

Tourist Attractions

Tourist Attractions

Figure 5: Economy and Employment Map





NUMBER  
**ONE**  
CLAREMONT

Town of Claremont  
Council Chambers & Administration

Image: Town of Claremont Council Chambers & Administration Sign



## 3.4 Environment

### 3.4.1 Planning Principle

The Town will encourage the preservation and protection of its natural assets and ensure that future land use and development does not compromise the environmental integrity of these assets.

### 3.4.2 Objectives

The strategic objectives for the environment are:



**Asset Management:** To sustainably manage the Town’s natural assets and maintain their environmental integrity.



**Urban Interface:** To ensure that fringe development is appropriately planned to minimise land use conflict with key natural assets.

### 3.4.3 Strategic Considerations

Several informing strategies provide strategic direction for environment including:

- Claremont *Environmental Profile* (2021);
- Town of Claremont *Sustainable Living Action Plan* (2018-2020);
- *Lake Claremont Management Plan* (2016-2021);
- *Foreshore Management Plan for the Swan River Estuary in the Western Suburbs of Perth*;
- *Street Tree Master Plan* (2018) (under review);
- WESROC *Climate Change Risk Assessment and Adaptation Plan* 2010;

#### 3.4.3.1 Natural Environment

There is a priority for the Town to ensure that the natural environment is protected, enhanced, where possible, and made accessible to all residents and visitors to the Town. It is acknowledged that the future of the Town hinges on the protection and sustainable management of the natural environment and its resources.

Some of the actions put forward by the Town include implementation of the Town’s Sustainability Strategy, and undertaking a Local Climate Change Adaptation Plan, in accordance with Western Suburbs Regional Organisation of Councils (WESROC) guidance. These actions will seek to ensure that the growth of the Town will meet the social, economic and environmental needs of current and future generations.

#### 3.4.3.2 Swan River/Lake Claremont

The two major water bodies located in the Town are highly valued as environmental assets, and the conservation and protection of these sites is a high priority. The Town seeks to not only facilitate the protection of these sites, but also ensure that access is managed in such a way that it is appropriate to the long term preservation of these areas.

To help conserve these areas, the Town will undertake high level planning for both sites, though the implementation of the Lake Claremont Management Plan, as well as master planning of the Swan River foreshore. The Town will also review built form controls along key access streets to Lake Claremont and the Swan River, to ensure that they are assisting to create an attractive and comfortable pedestrian environment for those accessing these sites.

#### 3.4.3.3 Lack of Ecological Linkages

Environmental reports have indicated that the environmental linkage between Lake Claremont and the Swan River is critically important in facilitating the movement of fauna between the two sites. These linkages should be enhanced where possible.

The Town will seek to strengthen these linkages by developing and implementing a management plan which will seek to increase native tree species within these linkages. Furthermore, collaboration with adjoining Local Governments will also be undertaken, which will ensure that the current vegetative linkages remain intact.

#### 3.4.3.4 Urban Greening

A key issue that has been identified is the loss of urban canopy cover with the rise in more intensive development. As the Town has one of the best urban canopy covers in Perth, it is important that this is retained where possible, and enhanced, where appropriate.

It is noted that the existing urban canopy within the Town's single residential areas is relatively protected from removal. This is due to urban infill being appropriately directed towards strategic transport and activity nodes, consistent with the urban consolidation principles contained in the WAPC's Central Sub-regional Planning Framework.

#### 3.4.3.5 Bushfire Risk

As there are two main areas that have been identified as sources of bushfire prone areas; Lake Claremont and the Swan River, a multitude of sites surrounding these areas are also bushfire prone, to varying degrees. The Town will ensure that the new Local Planning Scheme to be developed identifies that any development within these bushfire prone areas meets the relevant requirements outlined in all planning and building policies including SPP 3.7- Planning in Bushfire Prone Areas and associated guidelines.

#### 3.4.3.6 Aboriginal Heritage

With multiple sites of a heritage significance to Aboriginal culture, and the significance of Claremont historically means that there are many opportunities to conserve and protect these cultural sites and values.

The Town will seek to conserve and protect this cultural heritage in multiple ways, including by finding opportunities for increased engagement with the traditional owners within the Town, with respect to land and cultural heritage management



Image: The Swan River foreshore is one of the primary environmental and recreational assets within the Town.

**Table 3: Environment - Planning Directions and Actions**

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<p><b>Natural Environment</b></p> <p>The natural environment underpins our health and well-being as well as sense of identity, place and culture, however is being subjected to increasing challenges.</p>	<p>Protect and enhance the natural environment and make it accessible to all residents, workers and visitors within the Town.</p>	<ol style="list-style-type: none"> <li>1. Introduce planning provisions for development in flood prone areas as shown on the Strategy’s Environment Plan (<b>Figure 6</b>) to mitigate potential impacts of flooding.</li> <li>2. Review existing land use permissibility to ensure that any sensitive land uses in bushfire prone areas as shown on the Strategy’s Environment Plan (<b>Figure 6</b>) are either prohibited or require development approval to ensure it is compatible with the protection of the natural assets.</li> <li>3. Implement the Town’s Sustainability Strategy to ensure that the growth of the Town meets the social, economic and environmental needs of current and future generations.</li> <li>4. Undertake a Local Climate Change Adaptation Plan in accordance with WESROC guidance (2010).</li> <li>5. In collaboration with key stakeholders, promote the biodiversity and cultural values of reserves within the Town.</li> </ol>	<p>The protection and sustainable management of the natural environment and resources is essential to the future of the Town as acknowledged in SPP2.0- Environmental and Natural Resources.</p>	<p>Short Term</p>



Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<p><b>Swan River/Lake Claremont</b></p> <p>Manage and facilitate appropriate protection, access and use of the Town's natural assets.</p>	<p>The Swan River and Lake Claremont are highly valued environmental assets of the Town that warrant ongoing conservation and protection and appropriate use and enjoyment by residents and visitors.</p>	<ol style="list-style-type: none"> <li>1. In collaboration with relevant State Government agencies continue: <ul style="list-style-type: none"> <li>• The conservation and restoration of Lake Claremont and the Swan River and foreshore environs.</li> <li>• To manage and maintain sites of environmental and ecological significance in accordance with the management plans for these sites.</li> </ul> </li> <li>2. Implement the Lake Claremont Management Plan.</li> <li>3. Undertake masterplanning of the Swan River foreshore environs, where necessary</li> <li>4. Review existing land use and built form controls along key streets leading to the Swan River and Lake Claremont to ensure they are conducive to creating an attractive and comfortable pedestrian environment.</li> <li>5. Proposals for development along the Swan River foreshore should consider State Planning Policy 2.10: Swan Canning River System (2006), the Swan Canning River Protection Strategy (DPAW, 2015), and the Healthy Rivers Action Plan (SRT, 2008). Proposals that may affect the waters and values of the Swan River should be discouraged and should be referred to DBCA.</li> <li>6. In collaboration with relevant State Government agencies, manage stormwater and investigate groundwater recharge and water sensitive urban design measures in the interest of the receiving water bodies.</li> <li>7. Consider inclusion of a special control area in the scheme for "Flood Prone Land" consistent with the Design Flood Event identified on <b>Figure 6</b>.</li> <li>8. Consider appropriate protection and reservation of land affected by the Design Flood Event (within an appropriate foreshore reserve and ceding to the state or local government as part of the planning approvals process.</li> <li>9. Land use planning should not rezone, subdivide or propose additional development that intensifies land use within the Design Flood Event.</li> <li>10. Development proposed within the Design Flood Event should be referred to the Department of Water and Environmental Regulation.</li> </ol>	<p>To optimise access, usage and conservation of the Towns natural assets.</p>	<p>Short Term</p>

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<p><b>Lack of Ecological Linkages</b></p> <p>These are critically important to facilitate fauna movement and species adaptation to changing climate and conditions. Consideration should be given to enhancing the linkage between Lake Claremont and the Swan River through increasing native vegetation including locally native tree species in the streets in between these areas.</p>	<p>Increase ecological linkages.</p>	<ol style="list-style-type: none"> <li>1. In collaboration with adjoining Local Governments, ensure vegetation linkages along the Swan River remain intact and provide appropriate protection.</li> <li>2. Develop and implement a management plan to enhance linkages between Lake Claremont and the Swan River through increasing native vegetation, including locally native tree species, in the streets identified in the Strategy's Environment Plan (<b>Figure 6</b>).</li> <li>3. Monitor the extent of remnant vegetation complexes and aim to retain and revegetate, where appropriate, including within proposed ecological linkages, and road verges.</li> </ol>	<p>Strengthen pedestrian and fauna movement between Lake Claremont and the Swan River.</p>	<p>Medium Term</p>
<p><b>Urban Greening</b></p> <p>Ensure the Design quality and sustainability of landscaping in the Town is maximised to optimise the benefits to the environment and the community.</p>	<p>Increase greening of the Town and expand tree canopy cover and biodiversity.</p>	<ol style="list-style-type: none"> <li>1. Ensure residential densities of the Town's single residential areas continue to provide for the retention of tree canopies.</li> <li>2. Develop a program for public realm/road reserve improvements.</li> <li>3. Review the Street Tree Masterplan to consider increasing the diversity of street tree species along a street to facilitate greater diversity to promote resilience.</li> </ol>	<p>Strengthening and enhancing green links and levels of canopy cover through the Town over public and private assets through implementation of the Town's Street Tree Masterplan</p>	<p>Short Term</p>
<p><b>Bushfire Risk</b></p> <p>Two areas of the Town are identified as a Bush Fire Prone Area, associated with the vegetation along the Swan River Foreshore and the Native vegetation within the Lake Claremont Precinct.</p>	<p>Protect and enhance the natural environment and provide for the safety of the community.</p>	<ol style="list-style-type: none"> <li>1. Ensure the scheme identifies the need for development within a Bush Fire Prone Area, to meet with the requirements of <i>State Planning Policy 3.7: Planning in Bushfire Prone Areas</i> (2015), the <i>Guidelines for Planning in Bushfire Prone Areas</i> (WAPC, 2021) and <i>AS3959 Construction of Buildings in Bushfire Prone Areas</i>.</li> </ol>	<p>Protect and enhance the natural environment and provide for the safety of the community.</p>	<p>Short Term</p>

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<p><b>Aboriginal Heritage</b></p> <p>To conserve and protect the cultural heritage sites and values of the Town.</p>	<p>Protection of heritage sites and values.</p>	<ol style="list-style-type: none"> <li>1. Investigate ways to reflect the culture and history of the Mooro people of the Whadjuk Noongar nation within the Town.</li> <li>2. Consider opportunities to optimise opportunities for indigenous training, employment and businesses within the Town. Particularly where it relates to heritage sites where joint management arrangements with traditional owners could facilitate these outcomes.</li> <li>3. Consider opportunities for increased engagement with the traditional owners within the Town in terms of land and cultural heritage management.</li> <li>4. Prepare a Local Heritage Survey and review existing planning provisions for heritage places and areas to ensure they are comprehensive and reflect best practice.</li> </ol>	<p>Ensure the strategy is inclusive of cultural context.</p>	<p>Short Term</p>



# LEGEND

## Boundaries

--- Town of Claremont

## Community and Urban Growth

### Centres, Precincts and Corridors

- Activity Centre - Capital City (800m Walkable Catchment) from retail area edge
- Transit Precinct
- Future Transit Precinct (400m Walkable Catchment) - to be determined through Planning Investigation Area

■ Planning Areas

■ Suburban Residential

## Public Purpose / Community

■ Education

## Environment

■ Regional Open Space

■ Local Open Space

■ Waterways

▨ Bush Forever Sites

▨ Bushfire Prone Areas

●●● Ecological Links

**S1234** Aboriginal Heritage Sites

▨ Defined Flood Event (1 in 100 year event)

## Infrastructure

==== Railway Line

Railway Station

Figure 6: Environment Map

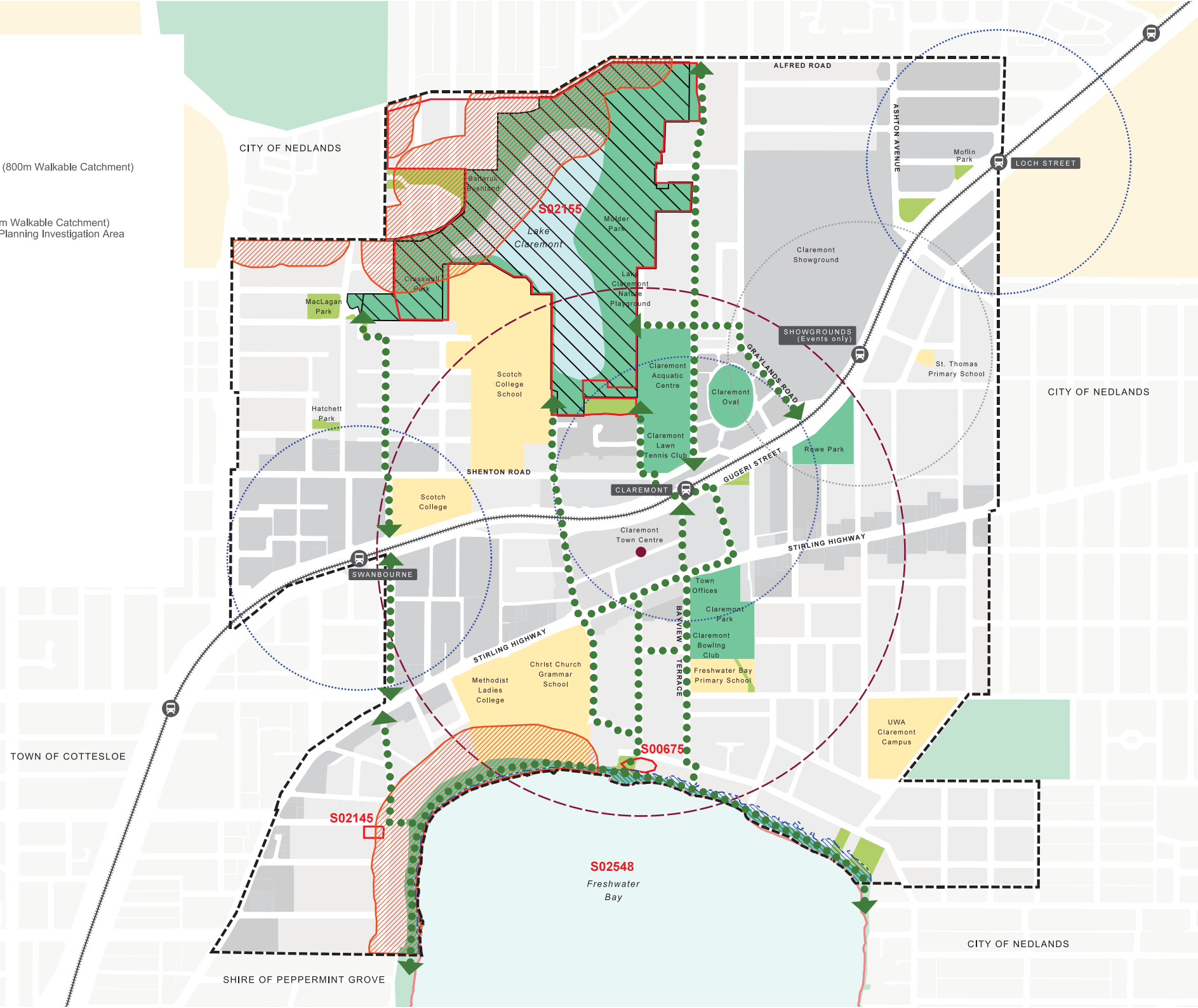






Image: Mary Street Reserve



## 3.5 Infrastructure

### 3.5.1 Planning Principles

#### Infrastructure

The Town will facilitate the delivery of essential service infrastructure to support and facilitate growth.

#### Traffic and Transport

The Town will increase the opportunity to diversify travel methods in order to encourage modal shifts that will reduce traffic congestion and improve the health and wellbeing of residents.

### 3.5.2 Objectives

The strategic objectives for infrastructure are:



**Traffic Congestion and Parking:** To reduce traffic congestion and parking conflicts to increase the efficiency and safety of movement.



**Public Transport:** To optimise effectiveness of the public transport network and frequency of service to encourage modal shift.



**Cycling and Walking:** To increase walkability and cyclability to improve connectivity, reduce traffic congestion and improve the health and wellbeing of residents.



**Infrastructure Upgrades:** To plan for upgrades to essential service infrastructure to support the growth of infill precincts throughout the Town.

### 3.5.3 Strategic Considerations

Several informing strategies provide strategic direction for infrastructure including:

- Street Tree Masterplan
- Utility Services Infrastructure Review
- Traffic, Transport and Parking Strategy

#### 3.5.3.1 Infrastructure Upgrades

Infrastructure reviews undertaken have identified that the Town is well serviced to accommodate existing development, but that future redevelopment and intensification will require expansion and upgrade of the utility infrastructure network.

In ensuring that the Town is well serviced by infrastructure, the Town will seek to work alongside State Government and service providers to provide adequate servicing of infrastructure is implemented to support future growth and development.

It is recommended that developers contact the relevant government department and service utility providers to establish service capacity of each service as part of due diligence processes prior to preparing development proposals.

#### 3.5.3.2 Sustainable Transport

It was identified that the three public transport nodes are focal points of activity, and there is an opportunity to focus development within the immediate catchment, which can optimise the use of the existing public transport infrastructure and further encourage its use.

The Town will seek to finalise and implement the Traffic, Transport and Parking Strategy in response, along with commencing investigations into how key public transport nodes can be better capitalised upon, with land use and transport integration improved. The Town will also seek to introduce/increase minimum requirements for end of trip facilities, to further encourage more active transport use.



### 3.5.3.3 Management of Parking Demand in Planning Areas

Parking studies undertaken identified the need to manage parking in the Town Centre, which sees very high demand, and issues with congestion. This impacts the accessibility and amenity of the Town Centre.

The Town acknowledges that there needs to be a balanced provision of parking available, and will seek to address this with the preparation of a parking management plan for the Town Centre which accommodates customer and residential parking in the centres and employee parking around the perimeter. The Town will also review Local Planning Scheme and Local Planning Policy provisions, relating to car parking to further align with the Town's strategic transport objectives.

### 3.5.3.4 Prioritising Infrastructure for Active Transport

Studies on active transport infrastructure have found that the provision around the Town is relatively poor, especially with respect to cycling infrastructure. In understanding the benefits of offering alternative ways to travel throughout the Town, a focus on improving existing infrastructure is warranted.

The Town will seek to find opportunities to introduce new strategic links through to the main activity nodes within the Town for principle shared path infrastructure, as well as considering opportunities to expand footpaths where there is an identified need for more appropriate pedestrian conditions.

### 3.5.3.5 Connectivity

While reasonably well connected, there are some barriers to achieving better connectivity throughout the Town. The train line, for instance, essentially cuts the Town in two, with very few opportunities to easily move north/south through the Town. Furthermore, ongoing and likely increased congestion along Stirling Highway will not only limit movement east/west, but also those that seek to move through Stirling Highway.

The Town has identified this as a priority to address, and will do so by seeking to reduce congestion on Stirling Highway through the introduction of east-west public transport improvements, in an attempt to reduce the number of private vehicles using the road at any one time. The Town will also work with the State Government to investigate ways that these physical barriers can be addressed to increase permeability throughout the Town.

### 3.5.3.6 Preservation of Right of Ways (ROW's)

Throughout the Town there exists a series of ROW's, in which properties that are adjacent to utilise them for vehicular access, over the local road. These have been identified as important to retain, as usage of these limits the number of crossovers on streets, and the negative impacts that this can have.

The Town will seek to prepare a ROW strategy in response, which will undertake a review of all the existing ROW's, identify ones that need upgrading, and will contemplate development requirements to ensure adequate setbacks, for the safe and effective use of the ROW's. This will limit the number of cars on the street, and assist in improving streetscape amenity. The ROW Strategy will inform a Local Planning Policy.



Image: Many portions of Stirling Highway have low amenity value for pedestrians and cyclists

Table 4: Infrastructure - Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<p><b>Infrastructure Upgrades</b></p> <p>Upgrades are likely to be required where further land use intensification and redevelopment require increased capacity.</p>	<p>Ensure that the Town is well serviced by infrastructure to support the envisaged population and business growth and intensity of development.</p>	<ol style="list-style-type: none"> <li>1. Liaise with the State Government and service providers to ensure that the Town is adequately serviced by infrastructure to support future growth and development.</li> <li>2. Work with landowners to understand future servicing needs and the implications given the fragmented nature of landownership and planned growth within the Planning Areas.</li> <li>3. Undertake a study of the Town’s laneways to determine where there are appropriate opportunities to improve access for servicing upgrades and of development.</li> <li>4. It is recommended that developers contact the relevant government department and service utility providers to establish service capacity of each service as part of due diligence processes prior to preparing development proposals.</li> </ol>	<p>Ensuring adequate and contemporary levels of servicing are available to support urban and economic growth.</p>	<p>Short – Medium Term</p>
<p><b>Sustainable Transport</b></p> <p>Public Transport nodes, particularly train stations, are focal points of activity that can be capitalised on through focusing redevelopment within the immediate catchment.</p>	<p>Encourage optimised usage of existing public transport infrastructure and more walking, cycling.</p>	<ol style="list-style-type: none"> <li>1. Finalise and implement the Town’s Traffic, Transport and Parking Strategy</li> <li>2. Work with the State Government to investigate how key public transport nodes can be better capitalised upon and land use and transport integration improved.</li> <li>3. Introduce/increase the minimum requirements for end of trip facilities</li> <li>4. Review parking requirements within station precincts to optimise land use integration and maximise the number of people within the walkable catchment.</li> </ol>	<p>Better integration of transport infrastructure with land use can encourage the use of active and public transport over the private car.</p>	<p>Short Term</p>
<p><b>Management of Parking Demand in Planning Areas</b></p> <p>There is a need to manage parking in the secondary centre to address high parking demand areas and vehicle congestion, improve streetscape amenity and support more sustainable modes of transport.</p>	<p>Ensure the sustainable provision of parking within the Centre and station precincts.</p>	<ol style="list-style-type: none"> <li>1. Prepare a parking management plan for the Town;</li> <li>2. Investigate opportunities to manage public and private car parking to reduce opportunities for long term parking within centres and station precincts.</li> <li>3. Review Local Planning Scheme and Local Planning Policy provisions relating to car parking and other vehicle requirements to align with the Town’s strategic transport objectives.</li> </ol>	<p>Ensure balanced provision of parking.</p>	<p>Short Term</p>

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<p><b>Prioritising Infrastructure for Active Transport</b></p> <p>Outside of the Principle Shared Path, cycle path infrastructure within the Town of Claremont is relatively poor as there are very few cycling priority routes through Claremont. Furthermore, pedestrian connections to the foreshore areas, and across the railway line leave scope for improvement.</p>	<p>Increase the spread of transport across a wider variety of modes</p>	<ol style="list-style-type: none"> <li>4. Consider the opportunity to introduce new strategic links to the Principal Shared Path, the Town Centre, local centres and station precincts.</li> <li>5. Consider Travel Smart initiatives, expansion of Department of Transport’s Safe Active Streets program, and the Healthy Streets Framework</li> <li>6. Consider expansion of pedestrian priority areas within the Town Centre, local centres and Station Precincts.</li> <li>7. Consider expansion of footpaths as part of the Transport Strategy, supplemented with additional street tree planting as part of the streetscape improvement program.</li> <li>8. Consider additional priority at crossings to enhance pedestrian access to the Stations.</li> </ol>	<p>Gains in sustainable and active transport modes reduce congestion and reliance on private vehicles.</p>	<p>Short Term</p>
<p><b>Connectivity</b></p> <p>Claremont is relatively well connected to a range of transport options. However the Railway line and Stirling Highway impact the ability for north-south movements as well as the congestion associated with Stirling Highway. More needs to be done to ensure easy movement of residents, workers and visitors to, within and through the Town.</p>	<p>Improve movement to, within and through the Town.</p>	<ol style="list-style-type: none"> <li>1. Work with the State Government and adjacent Local Governments on an Integrated Transport Strategy to investigate how public transport can be improved to and through the Town including new east-west mass transit to support the pressures of Stirling Highway.</li> <li>2. Work with the State Government to investigate how physical barriers created by major transport infrastructure can be addressed to improve movement to and through the Town.</li> <li>3. Introduce planning policy provisions that: <ul style="list-style-type: none"> <li>• Identify and require the retention of important existing pedestrian links on private land; and</li> <li>• Identify general locations for desired strategic pedestrian links on private land that may warrant the awarding of development bonuses</li> </ul> </li> </ol>	<p>An effective movement network is essential to the economic, social and environmental prosperity of the Town.</p>	<p>Short Term</p>



Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<p><b>Preservation of ROW's</b></p> <p>There is an opportunity to review and upgrade existing rights of ways and encourage rear vehicle access to properties, particularly in Planning Areas, which reduces the negative impacts of vehicle crossovers on streets and therefore the impact of street tree loss, increased hard surfaces and loss of on-street car bays.</p>	<p>Improve Streetscape amenity and facilitate infrastructure upgrades if required.</p>	<ol style="list-style-type: none"> <li>1. Prepare a ROW strategy to consider upgrade of existing ROW's and to consider development requirements to ensure the provision of adequate setbacks to facilitate safe and efficient movement within the ROW.</li> <li>2. Utilise the ROW Strategy to inform a Local Planning Policy to enforce any development requirements identified as necessary under the ROW strategy.</li> </ol>	<p>An effective movement network is essential to the economic, social and environmental prosperity of the Town.</p>	<p>Short Term</p>

# LEGEND

## Boundaries

--- Town of Claremont

## Community and Urban Growth

### Centres, Precincts and Corridors

- Activity Centre - Capital City (800m Walkable Catchment) from retail area edge
- Transit Precinct (400m Walkable Catchment)
- Future Transit Precinct (400m Walkable Catchment) - to be determined through Planning Investigation Area

- Planning Areas
- Suburban Residential

## Public Purpose / Community

Education

## Environment

- Regional Open Space
- Local Open Space
- Waterways

## Infrastructure

### Movement

- Primary Regional Roads
- Other Regional Roads
- Pedestrian Priority Areas
- Right of Ways
- Key Pedestrian/ Cyclist Connection

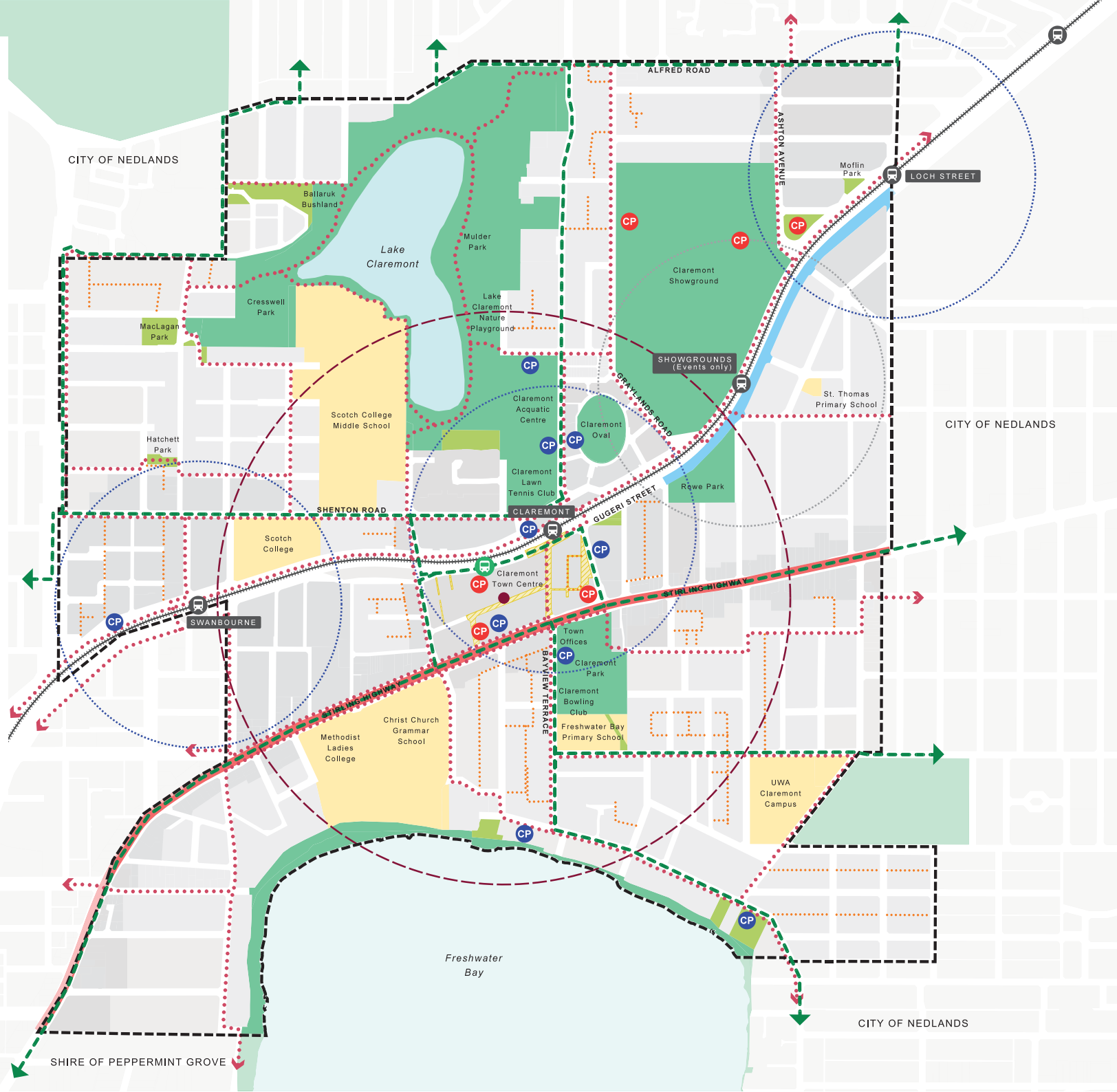
### Public Transport

- Railway Line
- Railway Station
- Bus Terminus
- Bus Routes

### Parking

- Public Car Parking
- Publicly accessible Car Parking (Privately owned)

Figure 7: Infrastructure Map



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## 4.0 PLANNING AREAS

### 4.1 Overview

The Strategy proposes seven Planning Areas that each have opportunity to accommodate growth and change to support the Town. The following section outlines each of the identified Planning Areas, including key planning directions and actions to facilitate their growth over the next 10-15 years.

The Planning Areas are divided into three distinct groups, being:

- **Activity Centres**, which focuses on the Claremont Town Centre Precinct as an identified Secondary Activity Centre under State Planning Policy 4.2: Activity Centres.
- **Station Precincts**, which are those areas within a 400m radius of major train stations, and includes Claremont Station, Swanbourne Station and Loch Street Station Precincts;
- **Urban Corridors**, which are major transport and activity routes identified as urban corridors under the WAPC's *Perth and Peel at 3.5 million*.
- **Investigation Areas**, which are those areas that have been identified for potential growth and redevelopment, but insufficient work has been done at this stage to identify a clear planning direction. These areas are therefore subject to future planning investigations.

The Planning Areas are shown spatially in **Figure 8**, and further summarised as follows:

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#### Claremont Town Centre

The Claremont Town Centre provides an important function as a major centre which provides a broad range of commercial, retail, dining and entertainment offerings, diversity in housing, community and civic functions and high frequency public transport connections. Major attractions include Claremont Quarter, St Quentin Avenue and Bay View Terrace retail and commercial areas, in addition to Claremont Railway Station.

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#### Claremont Station Precinct

Claremont Station Precinct focuses on land within a 400m radius of the Claremont Train Station, and provides for a broad diversity of dwelling types, in addition to catering for a wide variety of retail and service offerings. For the purpose of the Planning Area it excludes the Claremont Town Centre and Stirling Highway Urban Corridor Planning Areas, but includes

the Claremont North East Precinct (Claremont on the Park), along with a variety of existing suburban areas and a portion of the Lake Claremont recreational area.

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#### Swanbourne Station Precinct

Swanbourne Station Precinct focuses on land within a 400m radius of the Swanbourne Train Station, and includes the Swanbourne Local Centre and the surrounding suburban residential areas. The Planning Area is characterised by the extent of heritage listed dwellings and areas throughout, and also includes a portion of Scotch College. It should be noted that the 400m radius includes, but does not provide direction for, a portion of the Stirling Highway West Urban Corridor and a portion of the Town of Cottesloe.

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#### Loch Street Station Precinct

Loch Street Station Precinct focuses on land within a 400m catchment of the Loch Street Train Station, and includes the Ashton Avenue Local Centre and surrounding suburban residential areas. It should be noted that the 400m catchment includes, but does not provide direction for, a portion of the City of Nedlands.

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#### Stirling Highway East Urban Corridor

Stirling Highway East Urban Corridor focuses on land within close proximity to Stirling Highway generally between Loch Street and Mary Street. The Planning Area predominantly includes a variety of large scale commercial developments fronting Stirling Highway, in addition to a range of peripheral residential properties which are anticipated to be redeveloped over time concurrent with adjacent commercial properties. The Planning Investigation area has been identified for potential growth and redevelopment, but insufficient work has been done at this stage to identify a clear planning direction.

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#### Stirling Highway West Urban Corridor (Investigation Area)

Stirling Highway West Urban Corridor focuses on land within close proximity to Stirling Highway generally between Stirling Road (excluding Claremont Town Centre) and the Town's southern municipal boundary. The Planning Area predominantly includes a variety of residential properties including single, grouped and multiple dwellings, and sits immediately adjacent the Town of Cottesloe (to the north-west) and Christchurch Grammar School / Methodist Ladies College (to the south).

### Claremont Showgrounds Precinct (Investigation Area)

Claremont Showgrounds precinct focuses on land comprising the Claremont Showgrounds and adjacent Graylands Road Light Industrial zone. The Planning Area predominantly comprises The Royal Agricultural Society of WA showgrounds and pavilions and west of Graylands Road various light industrial activities. The Planning Area for Future Investigation will require further engagement with landowners and the community to gauge support for growth and future changes to the local planning framework.

**Table 5: Dwelling Capacity Estimates - Planning Areas (See Part 2, Section 4.1.3 for further details)**

Planning Areas	Dwelling Estimate Range	
	Lower Growth	Higher Growth
<b>Secondary Centre Precinct</b>		
Claremont Town Centre Precinct	1,050	1,450
<b>Sub-Total</b>	<b>1,050</b>	<b>1,450</b>
<b>Urban Corridors</b>		
Stirling Highway East	800	1,100
<b>Sub-Total</b>	<b>800</b>	<b>1,100</b>
<b>Station Precincts</b>		
Claremont Station	725	750
Loch Street Station	350	450
Swanbourne Station	100	125
<b>Sub-Total</b>	<b>1,175</b>	<b>1,325</b>
<b>Suburban Residential Areas</b>		
Latent Subdivision Potential	150	300
<b>Sub-Total</b>	<b>150</b>	<b>300</b>
<b>Potential Future Investigation Area</b>		
Stirling Highway West	500	650
Royal Agricultural Society Showgrounds	Subject to further investigations in the future.	
<b>Total Estimated Dwelling Range</b>	<b>3,675</b>	<b>4,825</b>

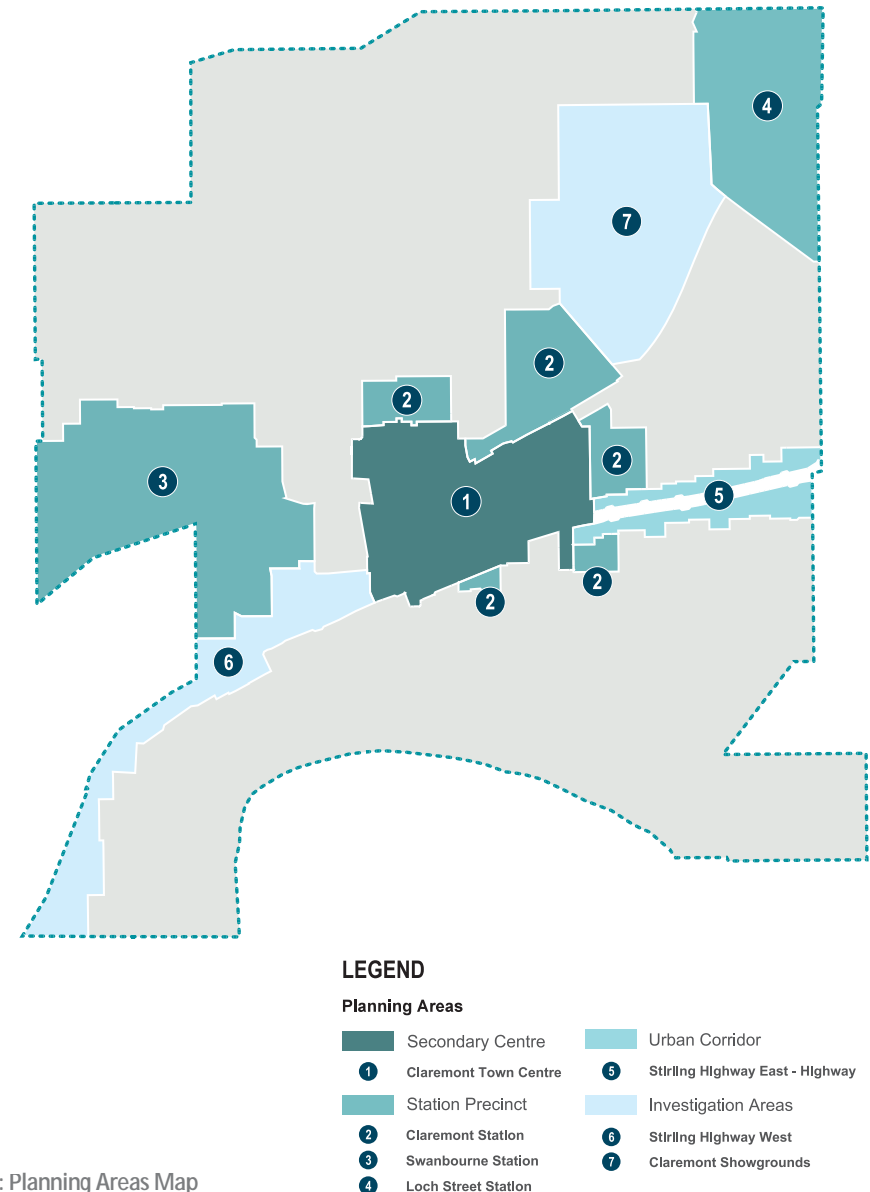


Figure 8: Planning Areas Map



## 4.2 Claremont Town Centre

As the designated Secondary Centre under State Planning Policy 4.2: Activity Centres, Claremont Town Centre is to provide a broad mixture of dwelling types, retail uses, entertainment opportunities, employment and services for the broader region. An opportunities and issues analysis is outlined in **Figure 9**.

### 4.2.1 Strategic Considerations

With respect to the four themes the following is of critical importance:

#### 4.2.1.1 Community, Urban Growth and Settlement

The Planning Area is to provide a broad diversity of residential dwelling types, with a particular focus on:

- Apartments within the core centre areas, being the existing mixed use urban area between Stirling Highway (south), Leura Avenue, Stirling Road and the Railway line.
- A mix of single dwellings, townhouses and smaller scale apartments within the north-western residential precinct;
- Predominantly single dwellings within the Mary Street area to reflect the heritage character, with the exception of nodes at the northern and southern extremities which are likely to accommodate higher density residential / mixed use opportunities.

With the projected population growth of the Planning Area outlined in **Figure 9** will come a greater demand for community facilities and public open space. There are a variety of facilities and public spaces available throughout the Planning Area, but there is a need to:

- Review the functionality of the community facilities provided to ensure that they are fit for purpose and are provided in an efficient manner. The potential redevelopment of Town owned / controlled land, and the likely benefit of combining facilities, offers significant opportunity in future service provision.
- Review of the accessibility and functionality of public open space areas within and immediately adjacent the Planning Area. This is of particular importance given the relatively limited open space within the Planning Area boundary, and the extensive open space available within close proximity, including Claremont Oval, Claremont Park, Lake Claremont and the Swan River foreshore.

## Opportunities

- 1 There is extensive public open space and community facilities within walking distance of the Planning Area, providing a high level of amenity and service to the local community.
- 2 Claremont Train Station is within a 400m radius of the majority of the Planning Area, providing high frequency public transport connections to Fremantle and the Perth CBD.
- 3 Bay View Terrace, St Quentin Avenue and the Claremont Quarter provide a broad variety of retail and entertainment offerings which are able to be leveraged in attracting further investment, redevelopment and intensification.
- 4 Existing lower density areas may provide an opportunity for residential intensification over time.

## Issues

- 5 Due to the significant volume and speed of traffic, and the limited safe pedestrian / cyclist crossing points, Stirling Highway presents a significant barrier to movement within the centre.
- 6 There are limited pedestrian crossings over the rail line making permeability between the north and south of the precinct challenging.
- 7 The extent of heritage sites throughout the precinct, whilst very important to the character and history of the Town, will result in limitations in development intensity and building design.
- 8 Whilst there is extensive public open space surrounding the precinct, there are few areas within the precinct boundary.





Image: Claremont Town Centre Planning Area provides a broad range of differing dwelling types, in addition to retail and commercial floorspace and areas of high amenity open space.

- Review and capitalise upon opportunities to seek private contributions to the public amenity and community facilities in exchange for increased development potential. There are a number of locations which can be identified as ‘Gateway’ or ‘Landmark’ locations within the Town Centre, which could potentially accommodate a higher intensity of development, and may in turn provide a contribution to the community facilities and public open space / public realm amenity that will be desired by the new residents and visitors being introduced to the Town.

#### 4.2.1.2 Economy and Employment

Claremont Town Centre is the primary area of economic activity within the Town, and provides a broad array of retail, commercial and entertainment uses. In maintaining and growing the appeal of the Town for business investment there is a need to:

- Drive local population growth to provide a regular and sustained catchment for local businesses;
- Increase commercial space to activate a day and night-time economy; and
- Improve accessibility of the Town for visitors through the coordinated management of parking and improvement of public transport and pedestrian/cyclist connectivity.

There is also the need to ensure that the planning framework provides ample opportunity for active ground floor uses to easily establish themselves within the Town Centre, and that employment generating uses are encouraged and maintained to provide local employment opportunities for the Claremont community.

#### 4.2.1.3 Environment

Claremont Town Centre is characterised by its tree lined streets and adjacent well established open space areas. In progressing development within the Town Centre a critical focus will be placed on:

- Retention and growth of the urban tree canopy through the design of development which avoids the removal of mature trees, and the facilitation of tree planting within both the private and public realm;
- Facilitation of ecological corridors between Lake Claremont and the Swan River, ideally via expansion of existing mature tree plantings along Leura Avenue and Stirling Road.



#### 4.2.1.4 Infrastructure

Whilst the Town Centre is relatively well serviced by infrastructure, there are a number of infrastructure challenges which need to be overcome in collaboration between the Town, the State Government, servicing authorities and the private sector, including:

- Improving the connectivity of the pedestrian and cyclist network, particularly to key public transport nodes, commercial/retail areas and public open space;
- Management of car parking to ensure that parking is readily available for retail shopping and entertainment venues, and is not burdened by longer term parking of employees or commuters;
- Ensuring that any utility infrastructure upgrades required to facilitate longer term urban growth are progressively undertaken by the relevant agencies in alignment with the growth projections.

#### 4.2.2 Actions and Implementation

The progression of development within the Claremont Town Centre Planning Area will be facilitated through a range of changes to the planning framework, including:

- The adoption of a comprehensive Precinct Structure Plan to provide more detailed guidance to the necessary actions required to facilitate public and private sector development;
- The adoption of a Public Open Space and Community Facilities Strategy, and any required implementation plans, to manage the necessary upgrades and expansion to meet the needs of the growing population;
- The implementation of the Traffic, Transport and Parking Strategy to provide guidance on changes to the movement network required, along with management strategies to ensure functionality of the local movement network and parking supply; and
- The review of the Local Planning Scheme and policy framework to ensure it reflects the desired outcomes provided by the strategic planning framework and Precinct Structure Plan.

The actions and implementation for the Claremont Town Centre Planning Area are further outlined in **Table 5**.

**Table 6: Actions and Key Deliverables for the Claremont Town Centre Planning Area**

Theme	Actions	Key Deliverables	Timeframe
<b>Community, Urban Growth and Settlement</b>			
<b>Housing Growth</b>	Finalise and implement Claremont Town Centre Precinct Structure Plan to ensure sufficient capacity in the Claremont Town Centre to accommodate population and housing growth targets.	Finalise and implement Precinct Structure Plan	Immediate
		Undertake review of Local Planning Scheme	Short Term
<b>Housing Diversity and Affordability</b>	Finalise and implement Claremont Town Centre Precinct Structure Plan to make provision for diverse housing options and supply of affordable housing.	Finalise and implement Precinct Structure Plan	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
<b>Protection of Residential Character</b>	Finalise and implement Claremont Town Centre Precinct Structure Plan and review of planning provisions to inform the provision of appropriate development in response to desired character and public realm.	Finalise and implement Precinct Structure Plan	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
<b>Access to and Diversity of Public Open Space</b>	Finalise and implement Claremont Town Centre Precinct Structure Plan to make provision for improved accessibility and functionality of public open space areas.	Finalise and implement Precinct Structure Plan	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
<b>Quality of Community Infrastructure</b>	Finalise and implement Claremont Town Centre Precinct Structure Plan, Community Facilities Strategy and investigate options to facilitate community infrastructure provision to meet the future needs of the growing community.	Finalisation of Community Facilities Strategy	Immediate
		Investigate options to facilitate community infrastructure provision	Short Term
<b>Economy and Employment</b>			
<b>Maintaining a sustainable hierarchy of centres, precincts and corridors</b>	Review planning provisions to support the vitality of the Claremont Town Centre business community. Finalise the Local Commercial and Activity Centres Strategy to identify and coordinate efforts to grow and support businesses and employment within the Town Centre.	Finalise and implement Precinct Structure Plan	Immediate
		Implementation of Local Commercial and Activity Centres Strategy	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
<b>Business and Employment Diversity and growth</b>	Review planning provisions to ensure sufficient capacity, diversity and flexibility to achieve growth and diversity within the Claremont Town Centre.	Undertake review of Local Planning Scheme and Policy Framework	Short Term
<b>Entertainment</b>	Review existing land use permissibility to ensure adequate provisions to facilitate entertainment activities within the Claremont Town Centre	Undertake review of Local Planning Scheme and Policy Framework	Short Term

Theme	Actions	Key Deliverables	Timeframe
Environment			
Lack of Ecological Linkages	Finalise and implement Claremont Town Centre Precinct Structure Plan to ensure ecological linkages are provided to the Swan River and to Lake Claremont along Stirling Road and Leura Avenue.	Undertake review of Local Planning Scheme and Policy Framework	Short Term
Urban Greening	Review the Street Tree Masterplan as it relates to all streets within the Claremont Town Centre Planning Area to support tree retention, optimise green links and create enhanced landscaped development outcomes.  Ensure redevelopment of private properties within the Claremont Town Centre precinct maintains and expands upon the tree canopy throughout the planning area, and particularly within the public realm.	Finalise and implement Precinct Structure Plan	Immediate
		Undertake review of Street Tree Masterplan	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Infrastructure			
Sustainable Transport	Work with State Government to improve public transport and land use integration in and around the Claremont Train Station, and review parking requirements and increase end of trip facilities.	Preparation of Integrated Transport Strategy	Immediate
		Undertake review of Local Planning Scheme	Short Term
		Undertake review of Policy Framework for parking and end of trip facilities	Short Term
Management of Parking Demand in Planning Areas	Management of car parking to ensure that parking is readily available for retail shopping and entertainment venues, and is not burdened by longer term parking of employees or commuters	Prepare Parking Management Plan and align with review of Policy Framework and Scheme provisions.	Short Term
Prioritising Infrastructure for Active Transport	Review internal and surrounding streetscapes to make provision for adequate pedestrian and cycle networks throughout the Planning Area and to key nodes of public open space, community facilities and local services.	Implementation of the Traffic, Transport and Parking Strategy	Immediate
		Undertake review of Local Planning Scheme	Short Term
		Undertake review of Policy Framework for parking and end of trip facilities	Short Term
Connectivity	Work with State Government to improve connectivity across Stirling Highway and the Railway line at Claremont Station.	Actively work with State Government Agencies	Ongoing



## 4.3 Claremont Showground Precinct

Claremont Showground Precinct incorporates a 400m radius surrounding the Showgrounds Station, and includes the Claremont Showgrounds, along with Light Industrial zone west of Graylands Road.

This Strategy recognises the opportunity for this Precinct as a Planning Area for Future Investigation, noting its potential as a Transit Precinct, where the Showgrounds Station (or possibly a relocated station to Ashton Avenue) may be available for passenger rail and noting the scale and underdeveloped nature of the site.

An Improvement Plan has been prepared for this area (Improvement Plan No. 57) which may facilitate preparation of an Improvement Scheme within the short to medium term. The Town's input into that process will be informed by this Strategy and actions identified within this Strategy will be addressed in detailed planning.

### 4.3.1 Strategic Considerations

With respect to the four themes, the following is of critical importance:

#### 4.3.1.1 Community, Urban Growth and Settlement

Located within the walkable catchment to the Showgrounds Station, this provides an opportunity to consider the future Transit potential as a redevelopment precinct.

#### 4.3.1.2 Economy and Employment

The Graylands Road Light Industrial zone currently provides for small scale commercial and light industrial activities. As part of future investigations consideration should be given to the established need for light industrial activities in this location, along with expansion of these land uses to potentially include a broader range of mixed use commercial and residential land uses.

The redevelopment of RAS land which is currently surplus to their needs provides an opportunity for the RAS to reinvest in Showground infrastructure, which will provide opportunity for the evolution of facilities to meet differing user groups, and ensure the precinct is maintained as community asset into the future.

## Opportunities

- 1 Intensification of under developed land in single ownership/management in close proximity to Transit Route/Station, Claremont Town Centre and Perth CBD.
- 2 Residential development within the precinct provides an opportunity for new residents to take advantage of the high frequency public transport available from a passenger Rail station at Showgrounds.
- 3 High quality local and regional open space facilities are in relatively close proximity to the precinct.
- 4 Given the broader area is predominantly characterised by suburban residential development, the intensification of this precinct provides an opportunity to retain and protect character areas elsewhere within the Town whilst accommodating further population growth.
- 5 Opportunity to introduce new open space areas and associated community facilities and increase urban greening of precinct through redevelopment.
- 6 Opportunity to enhance permeability of movement network with the redevelopment of the site.
- 7 Opportunity to consolidate stations and construct a new centrally located station between Karrakatta Station and Claremont Station at Ashton Avenue, with associated closure of Loch Street Station and the existing Showgrounds (event) Station subject to discussion and agreement with the Public Transport Authority.

## Issues

- 8 The existing use of the site limits activation generally to an 8 day period throughout the year to facilitate the Royal Show, together with other limited special events including the Caravan and Camping Show and various music concerts.
- 9 The suburban residential character of the surrounding area could be detrimentally impacted by higher density development within the Planning Area, and as a result this development needs to be carefully controlled to ensure these impacts are minimised.

**LEGEND**

**Boundaries**

- Town of Claremont
- Claremont Showgrounds Planning Investigation Area

**Community and Urban Growth**

**Centres, Precincts and Corridors**

- Activity Centre - Capital City (800m Walkable Catchment from retail area edge)
- Transit Precinct
- Future Transit Precinct (400m Walkable Catchment) - to be determined through Planning Investigation Area

**Indicative Land Use and Urban Form**

- Higher Density Mixed Use Development (RAC)
- Medium Density Mixed Use Development (R80)
- Higher Density Residential Development (R80-R160)
- Medium Density Residential Development (R40-R60)
- Low Density Residential Development (<=R30)
- Development Consistent with the North East Precinct Structure Plan
- Planning Investigation Area
- Outside of Planning Area

**Economy and Employment**

- Local Centre

**Environment**

- Regional Open Space
- Local Open Space

**Infrastructure**

- Secondary Regional Roads
- Railway Line
- Railway Station
- Future Railway Station location to be investigated as part of Transit Precinct Investigations (Subject to discussion and agreement with the Public Transport Authority)

**Other**

- Heritage Sites - State
- Heritage Sites - Local

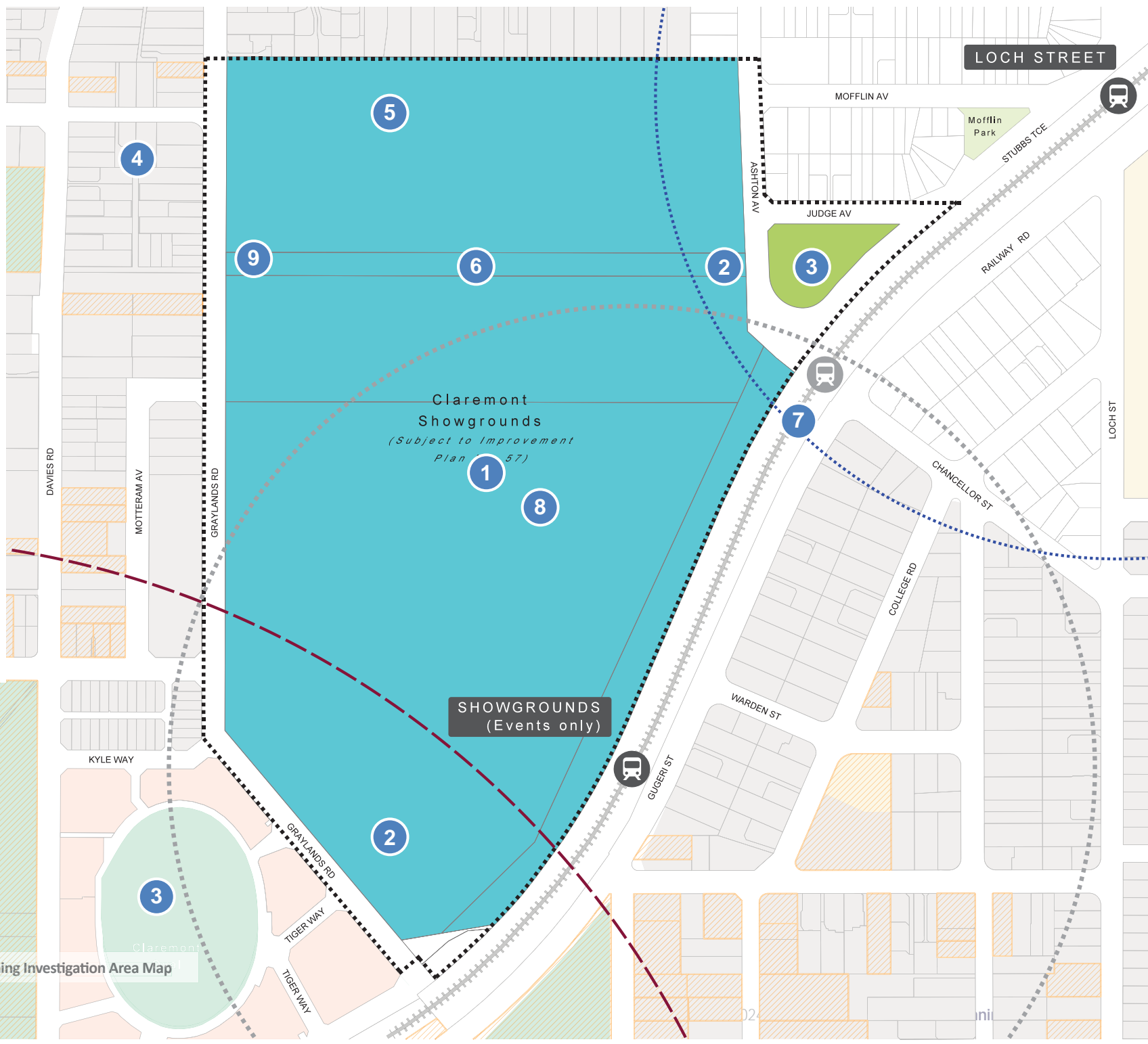


Figure 10: Claremont Showgrounds Planning Investigation Area Map

#### **4.3.1.3 Environment**

Unlike other Planning Areas, there is limited tree canopy throughout the precinct given the nature of existing land uses. Future land use opportunities should consider the opportunity to retain and enhance the urban tree canopy through precinct design to facilitate additional open space, retention of existing mature trees and new tree planting within both the private and public realm.

#### **4.3.1.4 Infrastructure**

Whilst the Planning Area is relatively well serviced by infrastructure, future investigation of the Planning Area will require an assessment of the infrastructure requirements to facilitate longer term urban growth of this precinct.

### **4.3.2 Actions and Implementation**

The progression of development within the Claremont Showground Precinct will be facilitated through a range of changes to the planning framework, including:

- Undertake a comprehensive engagement process with the landowners and the community to gauge support for growth and future changes to the local planning framework, where appropriate.
- The preparation of a Vision or Structure Plan to provide more detailed guidance to the necessary actions required to facilitate public and private sector development; and
- The review of the Local Planning Scheme and Local Planning Policy framework to ensure it reflects the desired outcomes provided by the strategic planning framework and Vision or Structure Plan.

The actions and implementation for the Claremont Showground Planning Area are further outlined in **Table 7**.



**Table 7: Actions and Key Deliverables for Claremont Showgrounds Planning Area**

Theme	Actions	Key Deliverables	Timeframe
<b>Community, Urban Growth and Settlement</b>			
<b>Housing Growth and Diversity</b>	<p>Consider the future and longer term development opportunity of the Precinct as a Future Investigation Planning Area.</p> <p>Investigate stakeholder aspirations and land development opportunities and constraints.</p> <p>Work with the Royal Agricultural Society and State Government to consider future land use opportunities for the Planning Area.</p> <p>Engage with landowners, key stakeholders, businesses and community in a review of the precinct vision, land use and built form opportunities and constraints to inform an update to the local planning framework and/or preparation of a precinct structure plan with recommendations for public realm improvements and economic development initiatives</p>	<p>Preparation of a Vision Plan or Precinct Structure Plan</p> <p>Review of State and Local Planning Framework</p>	Long Term
<b>Economy and Employment</b>			
<b>Business and Employment diversity and growth</b>	<p>Consider the established need and future requirements for light industrial and a broader range of commercial uses.</p>	<p>Preparation of a Vision Plan or Precinct Structure Plan</p> <p>Review of State and Local Planning Framework</p>	Long Term
<b>Environment</b>			
<b>Urban Greening</b>	<p>Consider the opportunity to facilitate additional open space, retention of existing mature trees and new tree planting.</p>	<p>Preparation of a Vision Plan or Precinct Structure Plan</p>	Long Term
<b>Ecological Linkages</b>	<p>Consider the opportunity to provide for ecological linkages to adjacent natural assets.</p>	<p>Preparation of a Vision Plan or Precinct Structure Plan</p>	Long Term
<b>Infrastructure</b>			
<b>Sustainable Transport</b>	<p>Work with State Government to improve public transport and land use integration, particularly in relation to Showgrounds and Loch St Stations.</p>	<p>Preparation of a Vision Plan or Precinct Structure Plan</p> <p>Review of State and Local Planning Framework</p>	Long Term
<b>Connectivity</b>	<p>Consider opportunities to enhance permeability and connectivity within and through the Precinct, to support the broader neighbourhood movement network.</p>	<p>Preparation of a Vision Plan or Precinct Structure Plan</p>	Long Term

## 4.4 Stirling Highway East Urban Corridor

As an Urban Corridor, the Stirling Highway East Planning Area is proposed to leverage its position adjacent to high frequency public transport and passing trade to provide for predominantly mixed use development comprising of commercial uses at the ground floor and apartments on upper storeys.

This Strategy recognises the opportunity for this Precinct to have Stirling Highway East - Highway as a Planning Area which could accommodate growth and change to support the Town Centre.

### 4.4.1 Strategic Considerations

With respect to the four themes the following is of critical importance:

#### 4.4.1.1 Community, Urban Growth and Settlement

The Planning Area is predominantly proposed to provide for mixed use apartment developments which are designed to leverage high frequency public transport along the Stirling Highway corridor.

It is noted that work undertaken as a component of the Stirling Highway Local Development Plan has identified built form heights up to six storeys, with landmark sites having the potential to reach eight storeys.

Higher intensity development will be required to be designed in a manner which limits detrimental impact on surrounding properties, with particular focus on setbacks to upper storeys to minimise the extent of opportunity for overlooking and overshadowing of adjacent suburban residential areas.

## Opportunities

- 1 Increased residential development within the precinct provides an opportunity for new residents to take advantage of the high frequency public transport available along Stirling Highway.
- 2 High quality local and regional open space facilities are in relatively close proximity to the precinct.
- 3 Passing trade provides an opportunity for establishing and maintaining business activity at the ground level of properties as a component of mixed use development.
- 4 Given the broader area is predominantly characterised by suburban residential development, the provision of apartment living within the Planning Area provides an opportunity for down-sizing and aging in place.
- 5 Identified Landmark sites offer potential for higher intensity development at key urban nodes.

## Issues

- 6 Due to the significant volume and speed of traffic, and the limited safe pedestrian / cyclist crossing points, Stirling Highway presents a significant barrier to movement within the centre.
- 7 There will be a need to review the functionality and connectivity of pedestrian and cyclist routes throughout the area to ensure ease of access to public open space, community facilities and local services.
- 8 The suburban residential character of the surrounding area could be detrimentally impacted by higher density development within the Planning Area, and as a result this development needs to be carefully controlled to ensure these impacts are minimised.
- 9 Setback requirements are to be sensitively applied to reduce overshadowing and building bulk impacts on the amenity of adjoining residential property.
- 10 The Town has identified the need for an Access Study to address traffic movement along Stirling Highway between side streets through a ROW/right of carriageway network.
- 11 May need to consider a transition in density at the Loch Street landmark site relative to densities applied in the adjacent City of Nedlands.
- 12 The corridor is flanked to the north and south by a significant number of heritage dwellings. One of the objectives of The Strategy is to protect the integrity of the Town's heritage housing stock.

**LEGEND**

**Boundaries**

- Town of Claremont
- Stirling East Planning Area

**Community and Urban Growth**

- Activity Centre - Capital City (800m Walkable Catchment) from retail area edge
- Transit Precinct

**Indicative Land Use and Urban Form**

- Higher Density Mixed Use Development (RAC)
- Medium Density Mixed Use Development (R80)
- Higher Density Residential Development (R80-R160)
- Medium Density Residential Development (R40-R60)
- Low Density Residential Development (<=R30)
- Development Consistent with the North East Precinct Structure Plan
- Outside of Planning Area
- Landmark / Gateway Sites - potential density bonus subject to detailed planning

**Infrastructure**

**Public Transport**

- Railway Line
- Railway Station

**Movement**

- Primary Regional Roads

**Other**

- Heritage Sites - State
- Heritage Sites - Local

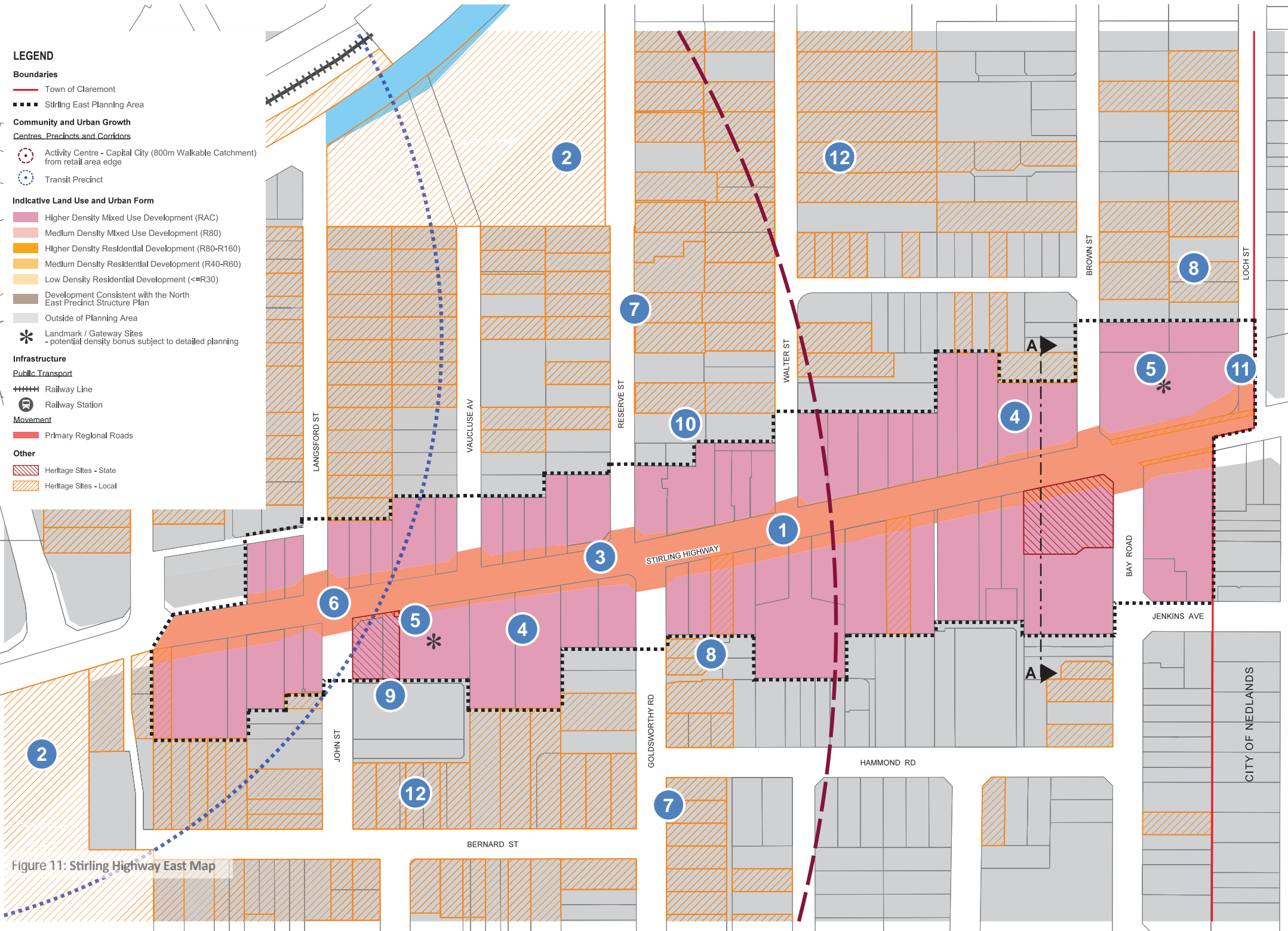


Figure 11: Stirling Highway East Map

With the projected population growth of the Planning Area outlined in **Figure 11** will come a greater demand for community facilities and public open space. There is limited opportunity to provide these functions within the Planning Area, and as such the focus will be on improved connectivity to:

- Areas of regional and local open space, including Rowe Park and Claremont Oval to the north, Claremont Park to the west and the Swan River foreshore to the south;
- Community Facilities, primarily provided within the Town Centre and the Lake Claremont area to the west / north-west of the Planning Area.

#### 4.4.1.2 Economy and Employment

The Stirling Highway East Urban Corridor Planning Area will predominantly be an area which accommodates commercial activities at the ground floor of new development. It is considered likely that some of its existing function as an area for showroom and bulky good retailers may continue in newer mixed use development, but may also accommodate the integration of office uses, restaurants and a variety of smaller scale commercial operations.



Image: Example of six storey mixed use development accommodating commercial/retail floorspace at ground floor and apartments above.

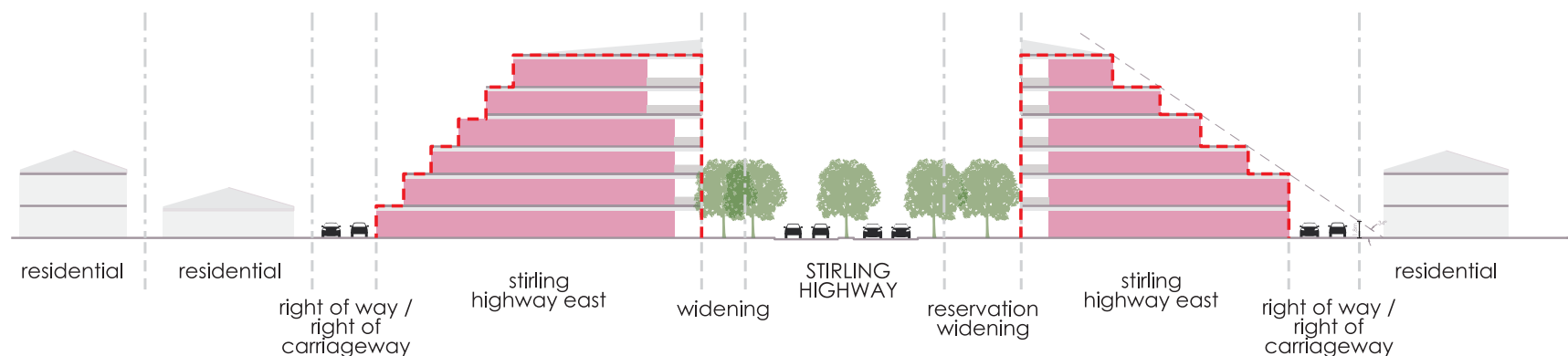


Figure 12: Cross Section A-A shown spatially on Figure 12, outlining the potential built form envelope for new development within the Stirling Highway East Urban Corridor Planning Area.



#### 4.4.1.3 Environment

Similar to other Planning Areas, the surrounding suburban areas are characterised by tree lined streets to provide a high quality tree canopy to the public realm. In progressing development within the Stirling Highway East Urban Corridor a critical focus will be placed on:

- Provision of on site landscaping and tree canopy both at ground level and at upper levels of multi-storey development;
- Retention and growth of the urban tree canopy through the design of development which avoids the removal of mature trees, and the facilitation of tree planting within both the private and public realm; and
- Working with Main Roads to ensure that landscaping and tree planting is provided within the Stirling Highway reservation areas to improve the amenity of this corridor for pedestrians and cyclists.

#### 4.4.1.4 Infrastructure

Whilst the Planning Area is relatively well serviced by infrastructure, there are a number of infrastructure challenges which need to be overcome in collaboration between the Town, the State Government, servicing authorities and the private sector, including:

- Improving the connectivity of the pedestrian and cyclist network, particularly to surrounding Public Open Space and the Town Centre;
- Management of vehicle access to ensure this occurs predominantly via side streets and rear laneways, rather than direct via Stirling Highway, to minimise the impact on regional traffic efficiency and ensure safe access and egress from development sites; and
- Ensuring that utility infrastructure upgrades required to facilitate longer term urban growth are progressively undertaken by the relevant agencies in alignment with the growth projections.

#### 4.4.2 Actions and Implementation

The progression of development within the Stirling Highway East Urban Corridor Planning Area will be facilitated through a range of changes to the planning framework, including:

- The preparation of an Integrated Access Study to provide guidance on changes to the movement network required, along with management strategies to ensure functionality of the local movement network; and
- The review of the Local Planning Scheme and policy framework to ensure it reflects the desired outcomes provided by the strategic planning framework and the Local Development Plan.

The actions and implementation for the Stirling Highway East Urban Corridor Planning Area are further outlined in **Table 8** and **Table 9**

**Table 8: Actions and Key Deliverables for the Stirling Highway East Urban Corridor**

Theme	Actions	Key Deliverables	Timeframe
Community, Urban Growth and Settlement			
Housing Growth	Incorporate Amendment No. 138 to Local Planning Scheme No. 3 into the new Local Planning Scheme to implement the Stirling Highway Local Development Plan to ensure sufficient capacity in the Stirling Highway activity corridor, to accommodate population and housing growth targets.	Incorporate Amendment No. 138 to Local Planning Scheme No. 3 into the new Local Planning Scheme	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Housing Diversity and Affordability	Incorporate Amendment No. 138 to Local Planning Scheme No. 3 into the new Local Planning Scheme to implement the Stirling Highway Local Development Plan to make provision for diverse housing options and supply of affordable housing.	Incorporate Amendment No. 138 to Local Planning Scheme No. 3 into the new Local Planning Scheme	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Protection of Residential Character	Incorporate Amendment No. 138 to Local Planning Scheme No. 3 into the new Local Planning Scheme to implement the Stirling Highway Local Development Plan and review of planning provisions to inform the provision of appropriate development in response to desired character and public realm.	Incorporate Amendment No. 138 to Local Planning Scheme No. 3 into the new Local Planning Scheme	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Access to and Diversity of Public Open Space	Review internal and surrounding streetscapes to make provision for adequate pedestrian and cycle networks throughout the Planning Area and to key nodes of public open space, community facilities and local services.	Preparation of Integrated Access Study	Immediate
		Undertake review of Local Planning Scheme and undertake review of Policy Framework	Short Term
Quality of Community Infrastructure	Review internal and surrounding streetscapes to make provision for adequate pedestrian and cycle networks throughout the Planning Area and to key nodes of public open space, community facilities and local services.	Undertake review of Local Planning Scheme and undertake review of Policy Framework	Short Term
Economy and Employment			
Maintaining a sustainable hierarchy of centres, precincts and corridors	Review planning provisions to support the vitality of the Stirling Highway Urban Corridor. Finalise the Local Commercial and Activity Centres Strategy, which identifies and coordinates efforts to grow and support businesses and employment within the Stirling Highway East Urban Corridor.	Finalisation of the Stirling Highway Local Development Plan	Immediate
		Finalisation of Local Commercial and Activity Centres Strategy	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Business and Employment Diversity and growth	Review planning provisions to ensure sufficient capacity, diversity and flexibility to achieve growth and diversity within the Urban Corridor East Local Development Plan.	Undertake review of Local Planning Scheme and Policy Framework	Short Term

Theme	Actions	Key Deliverables	Timeframe
Environment			
Urban Greening	Review the Street Tree Masterplan as it relates to all streets within the Planning Area to support tree retention, optimise green links and create enhanced landscaped development outcomes.	Undertake review of Street Tree Masterplan	Immediate
	Ensure redevelopment of private properties within the Planning Area maintains and expands upon the tree canopy throughout the Planning Area, and particularly within the public realm.	Undertake review of Local Planning Scheme and Policy Framework	Short Term
Infrastructure			
Sustainable Transport	Work with State Government to improve public transport and land use integration along Stirling Highway, and review parking requirements and increase end of trip facilities, where appropriate.	Undertake review of Local Planning Scheme	Short Term
		Undertake review of Policy Framework for parking and end of trip facilities	Short Term
Prioritising Infrastructure for Active Transport	Review internal and surrounding streetscapes to make provision for adequate pedestrian and cycle networks throughout the Planning Area and to key nodes of public open space, community facilities and local services.	Undertake review of Local Planning Scheme	Short Term
		Undertake review of Policy Framework for parking and end of trip facilities	Short Term
Connectivity	Work with State Government to improve connectivity across Stirling Highway at appropriate locations.	Preparation of Integrated Access Study	Immediate
	Manage vehicle access to ensure this occurs predominantly via side streets and rear laneways, rather than direct via Stirling Highway, to minimise the impact on regional traffic efficiency and ensure safe access and egress from development sites.	Actively work with State Government Agencies	Ongoing

**Table 9: Actions and Key Deliverables for Stirling Highway East Urban Corridor**

Theme	Actions	Key Deliverables	Timeframe
Community, Urban Growth and Settlement, Environment and Infrastructure			
Density Transitions	<p>Investigate appropriate transition densities between the Stirling Highway planning area and the suburban land to the south.</p> <p>Matters to be considered (but not limited to) include bulk, overshadowing, heritage, tree retention and vehicular access.</p>	<p>Incorporate findings of this investigation (revised densities) into the new Local Planning Scheme.</p>	Short Term





Image: Stirling Highway East towards CBD

## 4.5 Stirling Highway West Urban Corridor

As an Urban Corridor, the Stirling Highway West Planning Area is proposed to leverage its position adjacent to high frequency public transport to provide for predominantly medium - high density residential development.

### 4.5.1 Strategic Considerations

With respect to the four themes the following is of critical importance:

#### 4.5.1.1 Community, Urban Growth and Settlement

The Planning Area is predominantly proposed to provide for apartment developments which are designed to leverage high frequency public transport along the Stirling Highway corridor, along with its relatively close proximity to the Swanbourne Train Station.

It is noted that work undertaken so far as a component of the Stirling Highway Local Development Plan has identified a future minimum target R-Code of R80, with the potential in the longer term for this to be increased where appropriate and subject to more detailed planning. Heights under this coding would be limited to six storeys under the Stirling Highway Local Development Plan (eight storeys at landmark sites, however it is noted that the landmark site at the intersection of Airlie Street has been approved to 17 storeys). There is potential to recognise the additional height at this site as a Gateway site to the Town.

Higher intensity development will be required to be designed in a manner which limits detrimental impact on surrounding properties, with particular focus on setbacks to upper storeys to minimise the extent of opportunity for overlooking and overshadowing of adjacent suburban residential areas.

With the projected population growth of the Planning Area outlined in **Figure 13** will come a greater demand for community facilities and public open space. There is limited opportunity to provide these functions within the Planning Area, and as such the focus will be on improved connectivity to:

- Areas of regional and local open space, particularly along the Swan River Foreshore, and as a result of any opportunity to share open space already provided within the surrounding private school campuses; and

## Opportunities

- 1 Long term increased residential development within the precinct provides an opportunity for new residents to take advantage of the high frequency public transport available along Stirling Highway.
- 2 High quality regional open space facilities are in relatively close proximity to the precinct, however access is limited due to topographical constraints.
- 3 Given the broader area is predominantly characterised by suburban residential development, the provision of apartment living within the Planning Area provides an opportunity for down-sizing and aging in place.
- 4 The existing development approval for 'The Grove' provides a demonstration project for redevelopment, albeit at a higher level of intensity than anticipated throughout the precinct. Due to its location, the site could be considered a Town gateway site to provide credence to the additional height approved.
- 5 Preservation of existing density codings in the short to medium term provides the capacity for increased densities in the future to accommodate long term density increases in the Town, and the continued protection of the tree-lined heritage streetscapes in the longer term.

## Issues

- 6 Due to the significant volume and speed of traffic, and the limited safe pedestrian/cyclist crossing points, Stirling Highway presents a significant barrier to movement within the centre.
- 7 There will be a need to review the functionality and connectivity of pedestrian and cyclist routes throughout the area to ensure ease of access to surrounding public open space, community facilities and local services.
- 8 The suburban residential character of the surrounding area could be detrimentally impacted by higher density development within the Planning Area, and this needs to be carefully controlled to ensure these impacts are minimised.
- 9 Their may be a long-term need for an Access Study to address traffic movement along the Highway between side streets through a right of carriageway / right of way network.



**LEGEND**

**Boundaries**

- Town of Claremont
- Stirling Highway West Planning Investigation Area

**Community and Urban Growth**

**Centres, Precincts and Corridors**

- Activity Centre - Capital City (800m Walkable Catchment from retail area edge)
- Transit Precinct

**Indicative Land Use and Urban Form**

- Higher Density Mixed Use Development (RAC)
- Medium Density Mixed Use Development (R80)
- Higher Density Residential Development (R80-R160)
- Medium Density Residential Development (R40-R60)
- Low Density Residential Development (<=R30)
- Development Consistent with the North East Precinct Structure Plan
- Planning Investigation Area
- Outside of Planning Area
- Landmark / Gateway Sites

**Economy and Employment**

- Education

**Environment**

- Regional Open Space
- Local Open Space

**Infrastructure**

**Public Transport**

- Railway Line
- Railway Station

**Movement**

- Primary Regional Roads

**Other**

- Heritage Sites - State
- Heritage Sites - Local

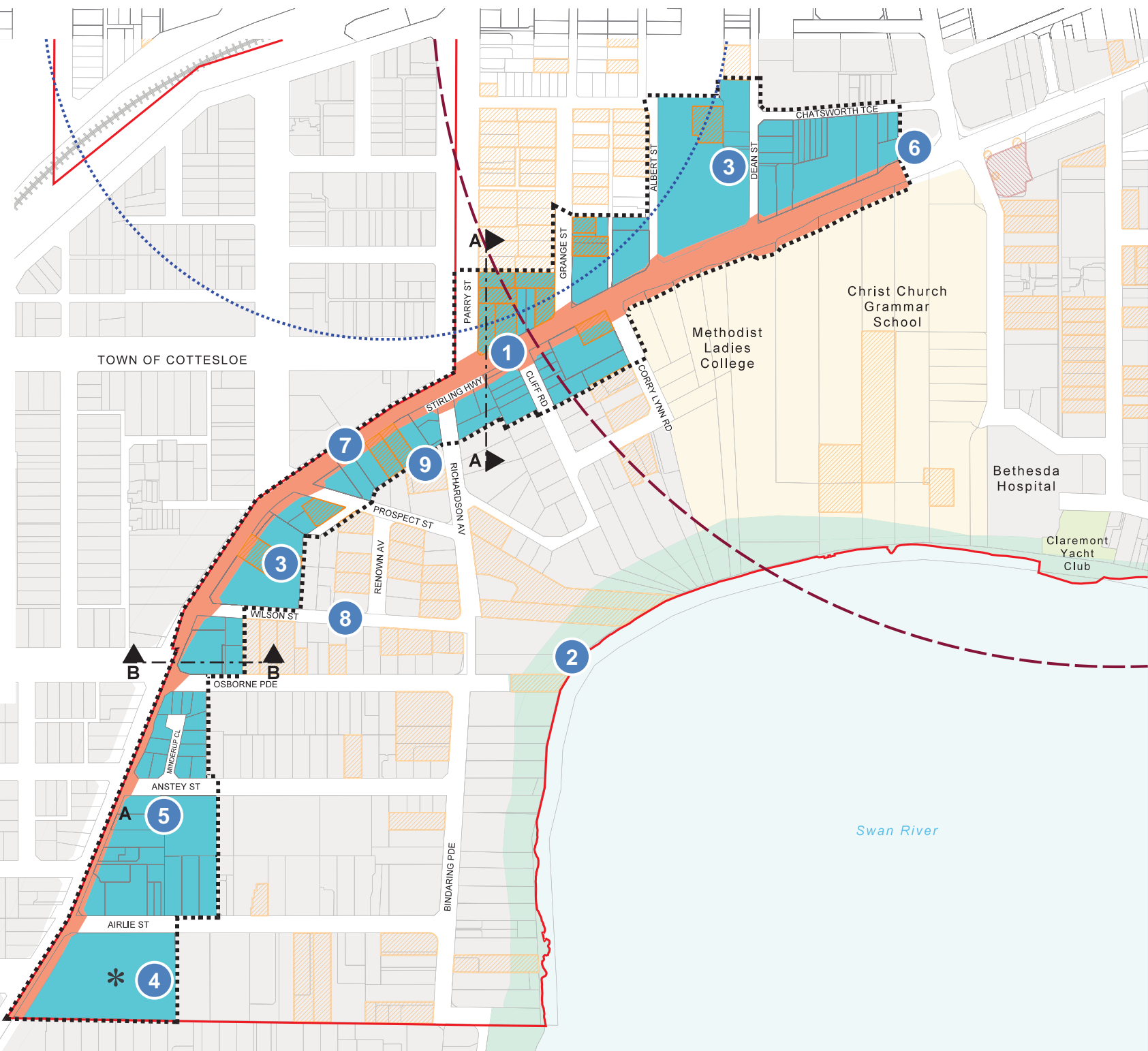


Figure 13: Stirling Highway West Map

- Community facilities, primarily provided within the Town Centre and the Lake Claremont area to the east / north-east of the Planning Area.

#### 4.5.1.2 Economy and Employment

The Stirling Highway West Urban Corridor Planning Area will predominantly be an area which accommodates residential development, and is considered unlikely to accommodate land for significant commercial or employment generating land uses other than servicing the convenience shopping requirements of new residents.

#### 4.5.1.3 Environment

Similar to other Planning Areas, the Planning Area and surrounding suburban areas are characterised by tree lined streets to provide a high quality tree canopy to the public realm. In progressing development within the Stirling Highway West Urban Corridor a critical focus will be placed on:

- Provision of on-site landscaping and tree canopy both at ground level and at upper levels of multi-storey development;
- Retention and growth of the urban tree canopy through the design of development which avoids the removal of mature trees, and the facilitation of tree planting within both the private and public realm; and



Image: Example of building heights considered to ultimately be appropriate within the planning investigation area, subject to the preparation of more detailed planning controls.

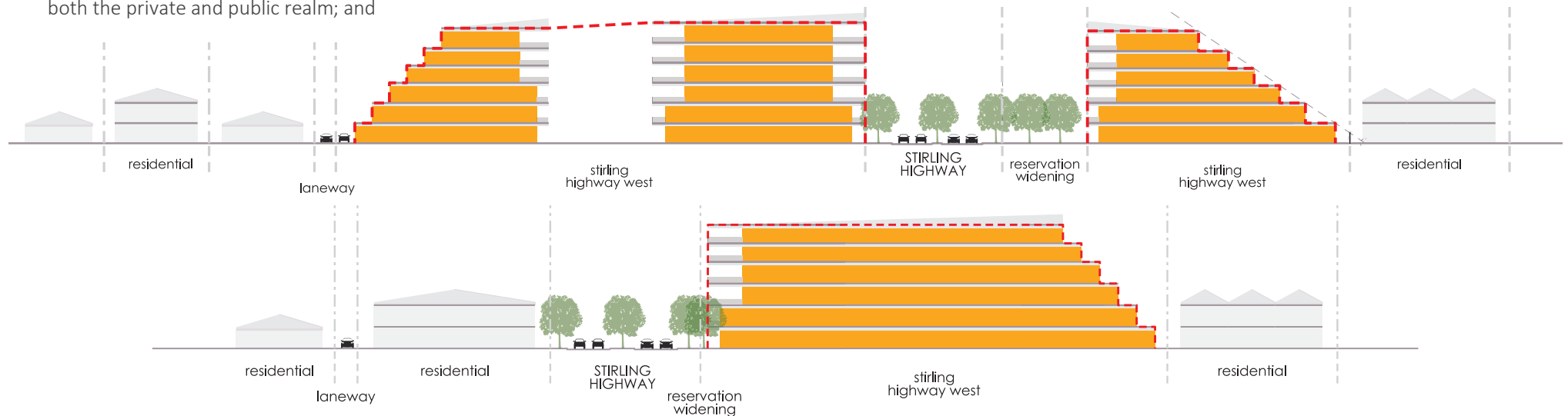


Figure 14: Cross Section A-A and B-B shown spatially on Figure 15, outlining the potential built form envelopes for new development within the Stirling Highway West Urban Corridor Planning Area.



- Working with Main Roads and the Town of Cottesloe to ensure that landscaping and tree planting is provided within the Stirling Highway reservation areas to improve the amenity of this corridor for pedestrians and cyclists.

#### 4.5.1.4 Infrastructure

Whilst the Planning Area is relatively well serviced by infrastructure, there are a number of infrastructure challenges which need to be overcome in collaboration between the Town, the State Government, servicing authorities and the private sector, including:

- Improving the connectivity of the pedestrian and cyclist network, particularly to the Swan River foreshore, Swanbourne Train Station and Town Centre;
- Management of vehicle access to ensure this occurs predominantly via side streets and rear laneways, rather than direct via Stirling Highway, to minimise the impact on regional traffic efficiency and ensure safe access and egress from development sites; and
- Ensuring that utility infrastructure upgrades required to facilitate longer term urban growth are progressively undertaken by the relevant agencies in alignment with the growth projections.

#### 4.5.2 Actions and Implementation

The progression of development within the Stirling Highway West Urban Corridor Planning Area will be facilitated through a range of changes to the planning framework, including:

- Implementation of the Stirling Highway Local Development Plan to provide more detailed guidance to the necessary actions required to facilitate public and private sector development;
- The preparation of an Integrated Access Study to provide guidance on changes to the movement network required, along with management strategies to ensure functionality of the local movement network; and
- The review of the Local Planning Scheme and policy framework to ensure it reflects the desired outcomes provided by the strategic planning framework and the Local Development Plan.

The actions and implementation for the Stirling Highway West Urban Corridor Planning Area are further outlined in **Table 10**.

Table 10: Actions and Key Deliverables for the Stirling Highway West Urban Corridor

Theme	Actions	Key Deliverables	Timeframe
Community, Urban Growth and Settlement			
Housing Growth	Review the Stirling Highway Local Development Plan to retain the existing density codings in the short to medium term, to preserve the capacity of the land to accommodate longer term population and housing growth requirements for the Town.	Review and contemporise the planning framework for the Stirling Highway Urban Corridor	Long Term
			Long Term
Housing Diversity and Affordability	Review the Stirling Highway Local Development Plan and review of planning provisions to inform the provision of appropriate development in response to desired character and public realm.		Long Term
			Long Term
Protection of Residential Character	Review the Stirling Highway Local Development Plan and review of planning provisions to inform the provision of appropriate development in response to desired character and public realm.		Long Term
			Long Term
Access to and Diversity of Public Open Space	Consider opportunities for shared use/public access of Methodist Ladies' College and Christ Church Grammar School open space areas. Consider opportunities for enhanced pedestrian and cyclist access to open space located outside of the Planning Area.		Long Term
			Ongoing
			Long Term
Quality of Community Infrastructure	Review internal and surrounding streetscapes to make provision for adequate pedestrian and cycle networks throughout the Planning Area and to key nodes of public open space, community facilities and local services.		Long Term
		Long Term	
Economy and Employment			
Maintaining a sustainable hierarchy of centres, precincts and corridors	Review planning provisions to support the continued operation of existing economic activity within the Stirling Highway West Urban Corridor.	Review and contemporise the planning framework for the Stirling Highway Urban Corridor	Long Term
			Long Term

Theme	Actions	Key Deliverables	Timeframe
Environment			
Urban Greening	Review the Street Tree Masterplan as it relates to all streets within the Planning Area to support tree retention, optimise green links and create enhanced landscaped development outcomes.	Review and contemporise the planning framework for the Stirling Highway Urban Corridor	Long Term
	Ensure redevelopment of private properties within the Planning Area maintains and expands upon the tree canopy throughout the planning area, and particularly within the public realm.		Long Term
			Long Term
Infrastructure			
Sustainable Transport	Work with State Government to improve public transport and land use integration in and around the Stirling Highway Corridor, in addition to improved connections through to Swanbourne Train Station.	Review and contemporise the planning framework for the Stirling Highway Urban Corridor	Long Term
			Long Term
Prioritising Infrastructure for Active Transport	Review internal and surrounding streetscapes to make provision for adequate pedestrian and cycle networks throughout the Planning Area and to key nodes of public open space, community facilities and local services.		Long Term
			Long Term
Connectivity	Work with State Government to improve connectivity across Stirling Highway at appropriate locations. Manage vehicle access to ensure this occurs predominantly via side streets and rear laneways, rather than direct via Stirling Highway, to minimise the impact on regional traffic efficiency and ensure safe access and egress from development sites.		Long Term
			Ongoing

## 4.6 Claremont Station Precinct

Claremont Station Precinct incorporates a 400m radius surrounding Claremont Station, and includes the Claremont North East Precinct (Claremont on the Park), along with a variety of existing suburban areas and a portion of the Lake Claremont Recreational Area, but excludes the Claremont Town Centre and Stirling Highway Urban Corridor Planning Areas.

### 4.6.1 Strategic Considerations

With respect to the four themes the following is of critical importance:

#### 4.6.1.1 Community, Urban Growth and Settlement

The Planning Area is to provide a broad diversity of residential dwelling types, with a particular focus on:

- Apartments within the North East Precinct (Claremont on the Park), which at the time of preparation of this report are nearing completion;
- A mix of single and grouped dwellings within the existing suburban precincts, contributing to a diversity of dwelling types throughout the broader station precinct catchment.

With the projected population growth of the Planning Area outlined in **Figure 15** will come a greater demand for community facilities and public open space. There are a variety of facilities and public spaces available throughout the Planning Area, but there is a need to:

- Review the functionality of the community facilities provided to ensure that they are fit for purpose and are provided in an efficient manner. The potential redevelopment of Town owned / controlled land within the Town Centre, and the likely benefit of combining facility provision where possible, offers significant opportunity in future service provision.
- Review of the accessibility and functionality of public open space areas within the Planning Area, with particular focus on the extensive open space available within Claremont Oval, Claremont Park, Lake Claremont (and associated sporting and recreational facilities) and the Swan River foreshore.

## Opportunities

- 1 There is extensive public open space and community facilities within walking distance of the Planning Area, providing a high level of amenity and service to the local community.
- 2 The Planning Area benefits from convenient access to Claremont Train Station, providing high frequency public transport connections to Fremantle and the Perth CBD.
- 3 Claremont Town Centre, Stirling Highway and the North East Precinct provide a broad variety of retail and entertainment offerings which are able to be leveraged in attracting further investment, redevelopment and intensification.
- 4 Existing lower density areas west of Bay View Terrace and south of Stirling Highway may provide an opportunity for residential intensification over time.
- 5 Celebrate and protect the heritage significance of Langsford Street and Vaucluse Avenue, flanked by increased development south adjacent Stirling Highway.
- 6 There is opportunity to improve ecological corridors between Lake Claremont and the Swan River through increased landscaping along Stirling Road and Davies Road.

## Issues

- 7 There are limited pedestrian crossings over the rail line making permeability between the north and south of the precinct challenging.



**LEGEND**

**Boundaries**

- Town of Claremont
- Claremont Station Planning Area

**Community and Urban Growth**

**Centres, Precincts and Corridors**

- Transit Precinct
- Future Transit Precinct (400m Walkable Catchment)  
- to be determined through Planning Investigation Area
- Claremont Town Centre Planning Area

**Indicative Land Use and Urban Form**

- Higher Density Mixed Use Development (RAC)
- Medium Density Mixed Use Development (R80)
- Higher Density Residential Development (R80-R160)
- Medium Density Residential Development (R40-R60)
- Low Density Residential Development (<=R30)
- Development Consistent with the North East Precinct Structure Plan
- Outside of Planning Area
- Character Investigation Areas

**Economy and Employment**

- Education

**Environment**

- Regional Open Space
- Local Open Space

**Infrastructure**

- Railway Line
- R Railway Station

**Other**

- Heritage Sites - State
- Heritage Sites - Local



Figure 15: Claremont Station Precinct Map

#### 4.6.1.2 Economy and Employment

Claremont Station Precinct provides economy and employment land through the North East Precinct, which presently incorporates a supermarket, child care centre, the Claremont Football Club and a range of smaller scale retail and commercial operations throughout.

Given the Town Centre and Stirling Highway provide the focus of economy and employment land, and the North East Precinct already facilitates additional employment floorspace, there is not proposed to be any additional commercial or retail floorspace created within the remaining sections of the Planning Area.

#### 4.6.1.3 Environment

Claremont Station Precinct is characterised by its tree lined heritage streetscapes in the east and south, relatively newly established and homogeneous streetscapes to the north and adjacent well established open space areas. In progressing development within the Planning Area a critical focus will be placed on:

- Retention and growth of the urban tree canopy through the design of development which avoids the removal of mature trees, and the facilitation of tree planting within both the private and public realm;
- Facilitation of ecological corridors between Lake Claremont and the Swan River, ideally via expansion of existing mature tree plantings along Davies Road and Stirling Road.



Image: The Claremont Oval redevelopment (Claremont on the Park) is an outstanding example of urban infill and transit oriented development within the Planning Area.

#### 4.6.1.4 Infrastructure

Whilst the Planning Area is relatively well serviced by infrastructure, there are a number of infrastructure challenges which need to be overcome in collaboration between the Town, the State Government, servicing authorities and the private sector, including:

- Improving the connectivity of the pedestrian and cyclist network, particularly to key public transport nodes, commercial/retail areas and public open space;
- Ensuring that utility infrastructure upgrades required to facilitate longer term urban growth are progressively undertaken by the relevant agencies in alignment with the growth projections.

#### 4.6.2 Actions and Implementation

The progression of development within the Claremont Station Precinct Planning Area will be facilitated through a range of changes to the planning framework, including:

- The continued implementation and completion of the North East Precinct Structure Plan;
- The review of the Local Planning Scheme and policy framework to ensure it reflects the desired outcomes provided by the strategic planning framework and the North East Precinct Structure Plan.

The actions and implementation for the Claremont Station Precinct Planning Area are further outlined in **Table 11**.

Table 11: Actions and Key Deliverables for the Claremont Station Precinct

Theme	Actions	Key Deliverables	Timeframe
Community, Urban Growth and Settlement			
Housing Growth	Finalise and implement the Claremont Town Centre Precinct Structure Plan and implement the North-East Precinct Structure Plan to ensure sufficient capacity to accommodate population and housing growth targets.  Consider the appropriateness of the residential coding attributed to suburban precincts south of Stirling Highway and west of Bay View Terrace within the Planning Area.	Implementation of the North East Precinct Structure Plan	Ongoing
		Finalisation of Claremont Town Centre Precinct Structure Plan	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Housing Diversity and Affordability	Finalise and implement the Claremont Town Centre Precinct Structure Plan and implement the North-East Precinct Structure Plan to make provision for diverse housing options and supply of affordable housing.  Consider the appropriateness of the residential coding attributed to suburban precincts south of Stirling Highway and west of Bay View Terrace within the Planning Area.	Implementation of the North East Precinct Structure Plan	Ongoing
		Finalisation of Claremont Town Centre Precinct Structure Plan	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Protection of Residential Character	Finalise the Claremont Town Centre Precinct Structure Plan and implement the North-East Precinct Structure Plan and review of planning provisions to inform the provision of appropriate development in response to desired character and public realm.	Implementation of the North East Precinct Structure Plan	Ongoing
		Finalisation of Claremont Town Centre Precinct Structure Plan	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Access to and Diversity of Public Open Space	Finalise and implement the Claremont Town Centre Precinct Structure Plan and implement the North-East Precinct Structure Plan to make provision for improved accessibility and functionality of public open space areas.	Implementation of the North East Precinct Structure Plan	Ongoing
		Finalisation of Claremont Town Centre Precinct Structure Plan	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Quality of Community Infrastructure	Prepare and implement Community Facilities Strategy and investigate options to facilitate community infrastructure provision to meet the future needs of the growing community.	Finalisation of Community Facilities Strategy	Immediate
		Investigate options to facilitate community infrastructure provision	Short Term



Theme	Actions	Key Deliverables	Timeframe
Economy and Employment			
Maintaining a sustainable hierarchy of centres, precincts and corridors	Continue to support the development of appropriate retail and commercial development within the North East Precinct, and the growth of economy and employment floorspace within the Claremont Town Centre and Stirling Highway Urban Corridor Planning Areas.	Implementation of the North East Precinct Structure Plan	Ongoing
		Review of Local Planning Scheme and Policy Framework	Short Term
Environment			
Natural Environment	Review existing land use permissibility to ensure adequate provisions are in place to meet environmental requirements for bush fire prone areas associated with Lake Claremont.	Review of Management Plan for Lake Claremont and surrounds	Short Term
		Review of Local Planning Scheme and Policy Framework	Short Term
Lake Claremont	Review planning provisions and prepare and implement a reviewed Management Plan for Lake Claremont and investigate opportunities to improve access to and use of this site.	Preparation of a Masterplan for Lake Claremont and surrounds	Short Term
		Review of Local Planning Scheme and Policy Framework	Short Term
Urban Greening	Review the Street Tree Masterplan as it relates to all streets within the Planning Area to support tree retention, optimise green links and create enhanced landscaped development outcomes.	Undertake review of Street Tree Masterplan	Immediate
		Review of Local Planning Scheme and Policy Framework	Short Term
Infrastructure			
Sustainable Transport	Work with State Government to improve public transport and land use integration in and around the Claremont Train Station, and review parking requirements and increase end of trip facilities.	Work with the State Government to improve the heritage connection between the north and south of the railway line at Claremont Station	Immediate
		Undertake review of Local Planning Scheme and undertake review of Policy Framework for parking and end of trip facilities	Short Term
Management of Parking Demand in Planning Areas	Management of car parking to ensure that parking is readily available for retail shopping and entertainment venues, and is not burdened by longer term parking of employees or commuters	Undertake review of Policy Framework for parking and end of trip facilities	Short Term
Prioritising Infrastructure for Active Transport	Review internal and surrounding streetscapes to make provision for adequate pedestrian and cycle networks throughout the Planning Area and to key nodes of public open space, community facilities and local services.	Undertake review of Local Planning Scheme and undertake review of Policy Framework for parking and end of trip facilities	Short Term

## 4.7 Loch Street Station

Loch Street Precinct incorporates the 400m radius surrounding Loch Street Station as it falls within the Town of Claremont, and incorporates existing suburban residential development in addition to the Ashton Avenue Local Centre. It is noted that a significant portion of the catchment falls within the adjacent City of Nedlands.

A Precinct Structure Plan was progressed for the Loch Street Station Precinct prior to the preparation of the Local Planning Strategy. Rather than finalising the Structure Plan with proposals and modifications required by the WAPC Statutory Planning Committee (SPC), it has been determined that the proposals and modifications should instead be incorporated into the new Local Planning Scheme.

### 4.7.1 Strategic Considerations

With respect to the four themes the following is of critical importance:

#### 4.7.1.1 Community, Urban Growth and Settlement

The Planning Area is to provide a broad diversity of residential dwelling types, with a particular focus on:

- A mix of grouped dwellings and apartments within the areas adjacent to Ashton Avenue and Judge Avenue, in addition to the area south of the railway line;
- A mix of single dwellings and grouped dwellings within the existing suburban precincts, contributing to a diversity of dwelling types throughout the broader station precinct catchment.

With the projected population growth of the Planning Area outlined in **Figure 16** will come a greater demand for community facilities and public open space. There is limited opportunity to provide these functions within the Planning Area, and as such the focus will be on improved connectivity to:

- Areas of regional and local open space, including Rowe Park and Claremont Oval to the south-west, and Lake Claremont to the west;
- Rationalising and improving existing open space in the Planning Area north of the railway;
- Community facilities, primarily provided within the Town Centre and the Lake Claremont

## Opportunities

- 1 Loch Street Train Station provides the focus for the 400m radius of the Planning Area, providing high frequency public transport connections to Fremantle and the Perth CBD.
- 2 The southern residential area provides substantial redevelopment opportunity, particularly along the key rail interface of Railway Road.
- 3 Existing lower density areas south of the railway line may provide an opportunity for residential intensification over time.
- 4 Judge Avenue Open Space is currently underutilised, but with further investment, could be redeveloped to provide a higher level of amenity and functionality for the local community, or rationalised with the informal open space in the Mofflin Avenue and Stubbs Terrace road reserve to consolidate two areas of open space of equal area to the existing POS and provide a new residential development site to the north east of the Ashton Avenue bridge.
- 5 The potential redevelopment of Claremont Showgrounds may offer opportunity for additional open space and/or community facilities within close proximity to the Planning Area.
- 6 As part of the progression of development options for the Showgrounds, opportunity exists to rationalise the Loch Street and Showgrounds (event) train stations into a consolidated new site at the Ashton Avenue bridge. This will also provide opportunities to improve pedestrian access across the railway.
- 7 Area to be investigated for residential development (R80) subject to RAS Investigation Area review.

## Issues

- 8 The original large lot subdivision pattern east of Ashton Avenue has evolved to create a homogeneous new pattern of smaller lots which have present a new modern streetscape and amenity to the locality. Given the lots sizes created under this new subdivision form it is desirable to support the retention of this pattern on the remaining unsubdivided lots to retain the new streetscape and amenity, and also provide diversity in lot sizes and accommodation opportunity within the Town
- 9 There is very limited public open space within walking distance of the Planning Area.
- 10 There are limited pedestrian crossings over the rail line making permeability between the north and south of the precinct challenging.
- 11 The western interface of higher density development will need to be carefully managed to ensure that it does not detrimentally impact on adjacent suburban residential areas.

**LEGEND**

**Boundaries**

- Town of Claremont
- Loch Street Station Planning Area

**Community and Urban Growth**

**Centres, Precincts and Corridors**

- Transit Precinct
- Future Transit Precinct (400m Walkable Catchment) - to be determined through Planning Investigation Area

**Indicative Land Use and Urban Form**

- Higher Density Mixed Use Development (RAC)
- Medium Density Mixed Use Development (R80)
- Higher Density Residential Development (R80-R160)
- Medium Density Residential Development (R40-R60)
- Low Density Residential Development (<=R30)
- Development Consistent with the North East Precinct Structure Plan
- Outside of Planning Area
- Character Investigation Areas

**Economy and Employment**

- Local Centre

**Environment**

- Regional Open Space
- Local Open Space

**Infrastructure**

- Secondary Regional Roads
- Railway Line
- Railway Station

**Other**

- Heritage Sites - State
- Heritage Sites - Local



Figure 16: Loch Street Station Precinct Map

area to the west / south-west of the Planning Area.

In addition, there is opportunity to investigate development of public open space and/or community facilities within the adjoining Claremont Showgrounds precinct.

#### 4.7.1.2 Economy and Employment

The Ashton Avenue Local Centre currently provides opportunity for small scale retail and commercial floorspace, generally in the form of a medical centre, lunch bar and specialty shops.

Under the draft Local Structure Plan this is proposed to expand and facilitate the

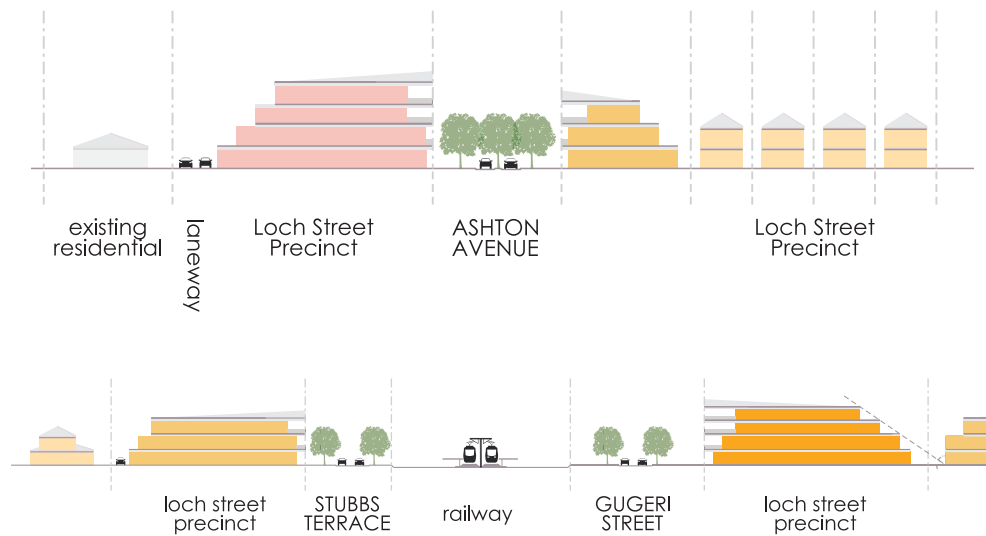


Figure 17: Cross Section A-A and B-B shown spatially on Figure 20, outlining the potential built form envelopes for new development within the Loch Street Station Precinct

redevelopment of the Local Centre to accommodate mixed use development in the form of 3-4 storey buildings with retail/commercial floorspace at the ground floor and apartments at upper levels. This is anticipated to provide opportunity for further economic and employment activity to serve the needs of the local community and provide for daily needs.

#### 4.7.1.3 Environment

Similar to other Planning Areas, the Loch Street Station Precinct characterised by tree lined streets to provide a high quality tree canopy to the public realm. In progressing development within the Planning Area a critical focus will be placed on:

- Provision of on site landscaping and tree canopy both at ground level and at upper levels of multi-storey development; and
- Retention and growth of the urban tree canopy through the design of development which avoids the removal of mature trees, and the facilitation of tree planting within both the private and public realm.

#### 4.7.1.4 Infrastructure

Whilst the Planning Area is relatively well serviced by infrastructure, there are a number of infrastructure challenges which need to be overcome in collaboration between the Town, the State Government, servicing authorities and the private sector, including:

- Improving the connectivity of the pedestrian and cyclist network, particularly to key



public transport nodes, commercial/retail areas and public open space;

- Working with the State Government to ensure safe and efficient crossing points over the railway; and
- Ensuring that utility infrastructure upgrades required to facilitate longer term urban growth are progressively undertaken by the relevant agencies in alignment with the growth projections.

#### **4.7.2 Actions and Implementation**

The progression of development within the Loch Street Station Precinct Planning Area will be facilitated through a range of changes to the planning framework, including:

- The review of the Local Planning Scheme and policy framework to ensure it reflects the desired outcomes provided by the strategic planning framework and the Loch Street Station Precinct Structure Plan;
- Incorporate the Loch Street Station Precinct Structure Plan into the new Local Planning Scheme.

The actions and implementation for the Loch Street Station Precinct Planning Area are further outlined in **Table 12**.

Table 12: Actions and Key Deliverables for the Loch Street Station Precinct

Theme	Actions	Key Deliverables	Timeframe
Community, Urban Growth and Settlement			
Housing Growth	Incorporate the Loch Street Station Precinct Structure Plan into the new Local Planning Scheme to ensure sufficient capacity to accommodate population and housing growth targets.	Incorporate the Loch Street Station Precinct Structure Plan into the new Local Planning Scheme	Short Term
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Housing Diversity and Affordability	Incorporate the Loch Street Station Precinct Structure Plan into the new Local Planning Scheme to make provision for diverse housing options and supply of affordable housing.	Incorporate the Loch Street Station Precinct Structure Plan into the new Local Planning Scheme	Short Term
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Protection of Residential Character	Incorporate the Loch Street Station Precinct Structure Plan into the new Local Planning Scheme to inform the provision of appropriate development in response to desired character and public realm.	Incorporate the Loch Street Station Precinct Structure Plan into the new Local Planning Scheme	Short Term
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Access to and Diversity of Public Open Space	Incorporate the Loch Street Station Precinct Structure Plan into the new Local Planning Scheme to make provision for adequate and a diversity of public open spaces, including a review of the functionality and development opportunity of Judge Avenue Public Open Space.	Incorporate the Loch Street Station Precinct Structure Plan into the new Local Planning Scheme	Short Term
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Quality of Community Infrastructure	Prepare and implement Community Facilities Strategy and investigate options to facilitate community infrastructure provision to meet the future needs of the growing community.	Finalisation of Community Facilities Strategy	Immediate
		Investigate options to facilitate community infrastructure provision	Short Term
Economy and Employment			
Maintaining a sustainable hierarchy of centres, precincts and corridors	Incorporate the Loch Street Station Precinct Structure Plan into the new Local Planning Scheme and review of planning provisions to facilitate further commercial and retail growth of the Ashton Street Local Centre.	Incorporate the Loch Street Station Precinct Structure Plan into the new Local Planning Scheme	Ongoing
		Review of Local Planning Scheme and Policy Framework	Short Term
Business and Employment Diversity and growth	Review planning provisions to ensure sufficient capacity, diversity and flexibility to achieve growth and diversity within the Ashton Street Local Centre.	Review of Local Planning Scheme and Policy Framework	Short Term

Theme	Actions	Key Deliverables	Timeframe
Environment			
Urban Greening	Review the Street Tree Masterplan as it relates to all streets within the Loch Street Station Precinct and Local Centre to support tree retention, optimise green links and create enhanced landscaped development outcomes.  Review existing planning provisions to ensure adequate provision of landscaping and canopy trees within new development.	Incorporate the Loch Street Station Precinct Structure Plan into the new Local Planning Scheme	Short Term
		Undertake review of Street Tree Masterplan	Immediate
		Review of Local Planning Scheme and Policy Framework	Short Term
Infrastructure			
Sustainable Transport	Work with State Government and Royal Agricultural Society of WA to improve public transport and land use integration within the precinct.	Undertake review of Local Planning Scheme and undertake review of Policy Framework	Short Term
Prioritising Infrastructure for Active Transport	Review internal and surrounding streetscapes to make provision for adequate pedestrian and cycle networks throughout the Planning Area and to key nodes of public open space, community facilities and local services.	Undertake review of Local Planning Scheme and undertake review of Policy Framework	Short Term
Connectivity	Work with State Government to improve connectivity across the Railway line at Loch Street Station.	Actively work with State Government Agencies	Ongoing

## 4.8 Swanbourne Station

Swanbourne Station Precinct incorporates the 400m catchment surrounding Swanbourne Station and incorporates existing suburban residential development in addition to the Swanbourne Local Centre. It is noted that a portion of the catchment falls within the adjacent Town of Cottesloe. Previously, the Town had resolved to support the preparation of a Local Development Plan, however with the progression of a new Local Planning Scheme it is possible to provide for discrete development requirements applicable to the local shopping zone which will apply specifically to this centre through the new Local Planning Scheme.

### 4.8.1 Strategic Considerations

With respect to the four themes the following is of critical importance:

#### 4.8.1.1 Community, Urban Growth and Settlement

The Planning Area is to provide a diversity of residential dwelling types, with a particular focus on:

- Apartments within the Local Centre Precinct in accordance with the guidance provided by an adopted Local Development Plan; and
- A mix of single dwellings and limited grouped dwellings within the existing suburban precincts, contributing to a diversity of dwelling types throughout the broader station precinct catchment, and respecting the heritage character of these areas.

With the projected population growth of the Planning Area outlined in **Figure 18** will come a greater demand for community facilities and public open space. There is limited opportunity to provide these functions within the Planning Area, and as such the focus will be on improved connectivity to:

- Areas of regional and local open space, particularly along the Swan River Foreshore and Lake Claremont, and as a result of any opportunity to share open space already provided within the surrounding private school campuses.
- Community facilities, primarily provided within the Town Centre and the Lake Claremont area to the east / north-east of the Planning Area.

## Opportunities

- 1 Swanbourne Station provides the focus for the 400m radius of the Planning Area, providing high frequency public transport connections to Fremantle and the Perth CBD.
- 2 Swanbourne Local Centre is an active and popular node, and redevelopment of this centre may provide for greater efficiency of floorspace use and a broader array of potential retail and commercial offerings.
- 3 The Planning Area is in relatively close proximity to Stirling Highway and the Claremont Town Centre, providing ease of access to further services within walking distance.
- 4 Protect and enhance the integrity of character streets, streetscapes and properties of heritage significance.
- 5 Masterplanning of the area by the State should provide opportunity for better use of public land in the locality including the provision of open space and improved pedestrian linkages between the station and both sides of the railway.

## Issues

- 6 There is very limited public open space within walking distance of the Planning Area.
- 7 The extent of heritage listed dwellings and character areas throughout the Planning Area result in limited redevelopment potential.
- 8 The residential interfaces of higher density development will need to be carefully managed to ensure that they do not detrimentally impact on adjacent suburban residential areas.



**LEGEND**

**Boundaries**

- Town of Claremont
- Swanbourne Station Planning Area

**Community and Urban Growth**

**Centres, Precincts and Corridors**

- Activity Centre - Capital City (800m Walkable Catchment) from retail area edge
- Transit Precinct

**Indicative Land Use and Urban Form**

- Higher Density Mixed Use Development (RAC)
- Medium Density Mixed Use Development (R80)
- Higher Density Residential Development (R80-R160)
- Medium Density Residential Development (R40-R60)
- Low Density Residential Development (<=R30)
- Development Consistent with the North East Precinct Structure Plan
- Outside of Planning Area
- Character Investigation Areas

**Economy and Employment**

- Local Centre
- Education

**Environment**

- Regional Open Space
- Local Open Space

**Infrastructure**

- Primary Regional Roads
- Railway Line
- Railway Station

**Other**

- Heritage Sites - State
- Heritage Sites - Local



Figure 18: Swanbourne Station Precinct Map

#### 4.8.1.2 Economy and Employment

The Swanbourne Local Centre currently provides opportunity for small scale retail and commercial floorspace, generally in the form of cafes, takeaway foods, a post office and a series of specialty shops.

Under the proposals for a Local Development Plan this is proposed to expand and facilitate the redevelopment of the centre to accommodate mixed use development in the form of 3-4 storey buildings with retail/commercial floorspace at the ground floor fronting Claremont Crescent, with limited returns to Saladin and Franklin Streets and Rob Roy Lane, and apartments at upper levels.

This is anticipated to provide opportunity for a further array of economic and employment activity to serve the needs of the local community, and provide for daily needs. Any significant increase in retail floorspace which may impact on the primacy of the Town Centre will need to be supported by a retail needs assessment.

#### 4.8.1.3 Environment

Similar to other Planning Areas, the Swanbourne Station Precinct is characterised by tree lined streets to provide a high quality tree canopy to the public realm. In progressing development within the Planning Area a critical focus will be placed on:

- Provision of on site landscaping and tree canopy both at ground level and at upper levels of multi-storey development;
- Retention and growth of the urban tree canopy through the design of development which avoids the removal of mature trees, and the facilitation of tree planting within both the private and public realm.

#### 4.8.1.4 Infrastructure

Whilst the Planning Area is relatively well serviced by infrastructure, there are a number

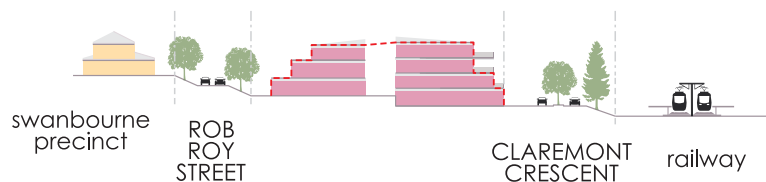


Figure 19: Cross Section A-A shown spatially on Figure 23, outlining the potential built form envelopes for new development within the Swanbourne Station Precinct



Images: Swanbourne Station Planning Area includes a variety of key assets, including the Swanbourne Train Station, Scotch College Campus and the highly popular local centre.

of infrastructure challenges which need to be overcome in collaboration between the Town, the State Government, servicing authorities and the private sector, including:

- Improving the connectivity of the pedestrian and cyclist network, particularly to key public transport nodes, commercial/retail areas and public open space;
- Management of traffic and parking, particularly adjacent to the Local Centre and in the context of the Claremont Crescent railway bridge and demand for access and egress to Scotch College campus;
- Working with the State Government to ensure safe and efficient crossing points over the railway; and
- Ensuring through masterplanning with the State that utility infrastructure upgrades required to facilitate longer term urban growth are progressively undertaken by the relevant agencies in alignment with the growth projections.

#### **4.8.2 Actions and Implementation**

The progression of development within the Swanbourne Station Precinct Planning Area will be facilitated through a range of changes to the planning framework, including:

- The finalisation of the Swanbourne Local Centre Local Development Plan;
- The implementation of the Town's Transport, Traffic and Parking Strategy to provide guidance on changes to the movement network through masterplanning with the State for improvements to the road network to address current directional flow priorities at the Congdon Road bridge and create a shared space in front of the Claremont Crescent shops; and
- The review of the Local Planning Scheme and policy framework to ensure it reflects the desired outcomes provided by the strategic planning framework and the Swanbourne Local Centre Local Development Plan.

The actions and implementation for the Swanbourne Station Precinct Planning Area are further outlined in **Table 13**.

**Table 13: Actions and Key Deliverables for the Swanbourne Station Precinct**

Theme	Actions	Key Deliverables	Timeframe
Community, Urban Growth and Settlement			
Housing Growth	<p>Prepare development standards for inclusion within the new Local Planning Scheme to guide development within the Local Centre area, including the residential lots to the rear and south of Rob Roy Street.</p> <p>Consider the appropriateness of the residential coding and development requirements attributed to other suburban precincts within the Planning Area.</p>	Preparation of new Local Planning Scheme	Short Term
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Housing Diversity and Affordability	<p>Prepare development standards for inclusion within the new Local Planning Scheme to guide development within the Local Centre area, including the residential lots to the rear and south of Rob Roy Street.</p> <p>Consider the appropriateness of the residential coding and development requirements attributed to other suburban precincts within the Planning Area.</p>	Preparation of new Local Planning Scheme	Short Term
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Protection of Residential Character	Consider the appropriateness of the residential coding and development requirements attributed to other suburban precincts within the Planning Area.	Undertake review of Local Planning Scheme and Policy Framework	Short Term
Access to and Diversity of Public Open Space	Review internal and surrounding streetscapes through masterplanning with the State to make provision for adequate pedestrian and cycle networks throughout the Planning Area and to key nodes of public open space, community facilities and local services.	Undertake review of Local Planning Scheme and undertake review of Policy Framework	Short Term
Quality of Community Infrastructure	Review internal and surrounding streetscapes through masterplanning with the State to make provision for adequate pedestrian and cycle networks throughout the Planning Area and to key nodes of public open space, community facilities and local services.	Undertake review of Local Planning Scheme and undertake review of Policy Framework	Short Term
Economy and Employment			
Maintaining a sustainable hierarchy of centres, precincts and corridors	Prepare development standards for inclusion within the new Local Planning Scheme to guide development within the Local Centre area to facilitate further commercial and retail growth of the Swanbourne Local Centre.	Preparation of new Local Planning Scheme	Short Term
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Business and Employment Diversity and growth	Review planning provisions to ensure sufficient capacity, diversity and flexibility to achieve growth and diversity within the Swanbourne Local Centre.	Review of Local Planning Scheme and Policy Framework	Short Term



Theme	Actions	Key Deliverables	Timeframe
Environment			
Urban Greening	Review the Street Tree Masterplan as it relates to all streets within the Swanbourne Station Precinct to support tree retention, optimise green links and create enhanced landscaped development outcomes.	Undertake review of Street Tree Masterplan	Immediate
	Review existing planning provisions to ensure adequate provision of landscaping and canopy trees within new development.	Review of Local Planning Scheme and Policy Framework	Short Term
Infrastructure			
Sustainable Transport	Work with State Government through masterplanning to improve public transport and land use integration in and around the Swanbourne Train Station.	Undertake review of Local Planning Scheme and undertake review of Policy Framework	Short Term
Management of Parking Demand in Planning Areas	Investigate opportunities through masterplanning with the State to manage public and private parking to ensure parking is readily available to support the businesses operating within the Local Centre.	Undertake review of Policy Framework for provision and management of parking	Short Term
Prioritising Infrastructure for Active Transport	Review internal and surrounding streetscapes through masterplanning with the State to make provision for adequate pedestrian and cycle networks throughout the Planning Area and to key nodes of public open space, community facilities and local services. Plan for priority traffic movement inclusive of a shared space fronting the Claremont Crescent shops.	Undertake review of Local Planning Scheme and undertake review of Policy Framework	Short Term

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## 5.0 IMPLEMENTATION AND REVIEW

The key actions, deliverables, stakeholders and timeframes are outlined for matters that apply to the whole of the Town in **Table 14** and to the Planning Areas in **Table 15**.

The Town will undertake the majority of the actions and will otherwise coordinate the efforts of key stakeholders in the implementation of actions. Where there is an opportunity or need for an action to be undertaken earlier than shown in the indicative timeframe, the Town will work with stakeholders to ensure that opportunities are considered and needs are addressed.

Implementation is intended to occur within the specified timeframes. A comprehensive review of the Strategy and Scheme is to be undertaken every 5 years in the form of a report for review which will include an assessment of status of all actions and their relevance at that time. Amendments to the Strategy and Scheme may be required to assist the implementations of actions going forward.

It is assumed that the local community (residents and businesses) will be part of the Stakeholder groups for most, if not all of the actions and deliverables outlined below. Timeframes proposed are to be interpreted as follows:

Short term	1-5 years
Medium term	5-10 years
Long term	10-15 years
Ongoing	Beyond the timeframe of the Strategy.

Table 14: Key Action Summary and Implementation Schedule for actions that relate to city-wide

Theme	Key Action Summary	Section Reference	Stakeholders	Key Deliverables	Indicative Timeframe
Community, Urban Growth and Settlement					
Housing Growth	Ensure sufficient capacity in activity centres, urban corridors and station precincts to accommodate population and housing growth targets.	Section 3.2	Town of Claremont, State Government Agencies, Department of Planning, Lands and Heritage, DevelopmentWA, Private Sector, Development Industry.	Scheme Review, Precinct Structure Plans, Local Development Plans	Short Term
Housing Diversity and Affordability	Make provision for diverse housing options and supply of affordable housing.		Town of Claremont, State Government Agencies, Department of Planning, Lands and Heritage, DevelopmentWA, Department of Communities, Private Sector, Development Industry.	Scheme and Policy Review	Short Term
Protection of Residential Character	Inform the provision of appropriate development in response to desired character and public realm.		Town of Claremont	Scheme and Policy Review	Short Term
Access to and Diversity of Public Open Space	Make provision for adequate diversity of public open spaces and formalise public use of private spaces.		Town of Claremont, State Government agencies, Swan River Trust, Private Education Institutions.	Scheme and Policy Review	Short Term
Quality of Community Infrastructure	Make provision for adequate community infrastructure to meet future need.		Town of Claremont, State Government Agencies, Private Sector.	Scheme and Policy Review	Short Term
Economy and Employment					
Maintaining a sustainable hierarchy of Centres, Precincts and Corridors	Review planning provisions to support the vitality of the centres, precincts and corridors.	Section 3.3	Town of Claremont, Private Sector.	Scheme and Policy Review, Local Commercial Activity Centre Strategy, Retail Sustainability Assessment.	Short Term
Business and Employment Diversity and Growth	Review planning provisions ensure sufficient capacity, diversity and flexibility to achieve growth and diversity.		Town of Claremont, Department of Planning, Lands and Heritage, Private Sector.	Scheme and Policy Review	Short Term

Theme	Key Action Summary	Section Reference	Stakeholders	Key Deliverables	Indicative Timeframe
Entertainment	Review existing land use permissibility to ensure adequate provisions to facilitate entertainment activities.	Section 3.2	Town of Claremont, Department of Planning, Lands and Heritage, Private Sector.	Scheme and Policy Review	Short Term
Reduce Regulation	Reduce requirements for approval and streamline approval processes, where possible and practical		Town of Claremont, Department of Planning, Lands and Heritage, Private Sector, Development Industry, Peak Bodies.	Scheme and Policy Review	Short Term
<b>Environment</b>					
Natural Environment	Review existing land use permissibility to ensure adequate provisions are in place to meet environmental requirements for flood and bushfire prone areas and sensitive locations.	Section 3.4	Town of Claremont, Department of Planning Lands and Heritage, Department of Water and Environmental Regulation, Traditional Owners.	Sustainability Strategy, Scheme and Policy Review.	Short Term
Swan River/Lake Claremont	Review planning provisions and prepare master/management plans for the Swan River Foreshore and Lake Claremont and investigate opportunities to improve access to and use of these sites.		Town of Claremont, City of Nedlands, Shire of Peppermint Grove, Department of Planning, Lands and Heritage, Department of Biodiversity, Conservation and Attractions, Swan River Trust, Traditional Owners.	Scheme and Policy Review, Masterplan for Swan River Foreshore, Lake Claremont Management Plan Review.	Short Term
Lack of Ecological Linkages	Ensure ecological linkages along the Swan River and to Lake Claremont remain intact and are protected.		Town of Claremont, City of Nedlands, Shire of Peppermint Grove, Town of Cottesloe, Department of Planning, Lands and Heritage, Department of Biodiversity, Conservation and Attractions, Swan River Trust, Traditional Owners.	Scheme and Policy Review	Short Term
Urban Greening	Review existing planning provisions to ensure adequate provisions to support tree retention, green links and landscaped development outcomes.		Town of Claremont, City of Nedlands, Shire of Peppermint Grove, Town of Cottesloe, Traditional Owners.	Scheme and Policy Review, Urban Greening Plan (Street Tree Master Plan).	Short Term-



Theme	Key Action Summary	Section Reference	Stakeholders	Key Deliverables	Indicative Timeframe
Bushfire Risk	Review existing planning provisions to ensure adequate consideration to the requirements of State Planning Policy 3.7 and associated guidelines in relation to Bushfire Risk.	Section 3.4	Town of Claremont, Department of Planning, Lands and Heritage, Department of Biodiversity, Conservation and Attractions, Traditional Owners.	Scheme and Policy Review	Short Term
Aboriginal Heritage	Review existing planning provides to ensure adequate protection of heritage sites and values.		Town of Claremont, Department of Planning, Lands and Heritage, Traditional Owners.	Scheme and Policy Review, Local Heritage Survey.	Short Term
<b>Infrastructure</b>					
Infrastructure Upgrades	Work with State Government and Service Authorities and review planning provisions to ensure appropriate services to support future growth of Town.	Section 3.5	Town of Claremont, State Government Agencies, Private Sector, Service Providers.	Scheme and Policy Review, Laneway servicing strategy.	Short Term
Sustainable Transport	Work with State Government to improve public transport and land use integration, review parking requirements and increase end of trip facilities.		Town of Claremont, State Government Agencies, PTA, Industry Sector, Peak Bodies.	Scheme and Policy Review, Input to Parking Policy Review.	Short Term
Prioritising infrastructure for Active Transport	Make provision for adequate pedestrian and cycle networks throughout the Town.		Town of Claremont, State Government Agencies, Industry.	Transport Strategy, Streetscape Improvement Plan.	Short Term
Connectivity	Work with State Government to improve connectivity across Stirling Highway and the Railway line.		Town of Claremont, State Government Agencies.	Transport Strategy, Scheme and Policy Review.	Short Term
Management of Parking Demand in Planning Areas	Investigate opportunities to manage public and private parking to reduce opportunities for long term parking within centres and station precincts.		Town of Claremont, State Government Agencies, PTA.	Scheme and Policy Review, Parking Management Plan.	Short Term

Table 15: Key Action Summary and Implementation Schedule for actions that relate to the planning area

Theme	Actions	Key Deliverables	Timeframe
<b>CLAREMONT TOWN CENTRE</b>			
Community, Urban Growth and Settlement			
Housing Growth	Finalise and implement Claremont Town Centre Precinct Structure Plan to ensure sufficient capacity in the Claremont Town Centre to accommodate population and housing growth targets.	Finalise and implement Precinct Structure Plan	Immediate
		Undertake review of Local Planning Scheme	Short Term
Housing Diversity and Affordability	Prepare and implement Claremont Town Centre Precinct Structure Plan to make provision for diverse housing options and supply of affordable housing.	Finalise and implement Precinct Structure Plan	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Protection of Residential Character	Finalise and implement Claremont Town Centre Precinct Structure Plan and review of planning provisions to inform the provision of appropriate development in response to desired character and public realm.	Finalise and implement Precinct Structure Plan	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Access to and Diversity of Public Open Space	Finalise and implement Claremont Town Centre Precinct Structure Plan to make provision for improved accessibility and functionality of public open space areas.	Finalise and implement Precinct Structure Plan	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Quality of Community Infrastructure	Finalise and implement Claremont Town Centre Precinct Structure Plan, Community Facilities Strategy and investigate options to facilitate community infrastructure provision to meet the future needs of the growing community.	Finalisation of Community Facilities Strategy	Immediate
		Investigate options to facilitate community infrastructure provision	Short Term
Economy and Employment			
Maintaining a sustainable hierarchy of centres, precincts and corridors	Review planning provisions to support the vitality of the Claremont Town Centre business community. Finalise the Local Commercial and Activity Centres Strategy to identify and coordinate efforts to grow and support businesses and employment within the Town Centre.	Finalisation and implementation of Precinct Structure Plan	Immediate
		Finalisation of Local Commercial and Activity Centres Strategy	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Business and Employment Diversity and growth	Review planning provisions to ensure sufficient capacity, diversity and flexibility to achieve growth and diversity within the Claremont Town Centre.	Undertake review of Local Planning Scheme and Policy Framework	Short Term
Entertainment	Review existing land use permissibility to ensure adequate provisions to facilitate entertainment activities within the Claremont Town Centre	Undertake review of Local Planning Scheme and Policy Framework	Short Term

Theme	Actions	Key Deliverables	Timeframe
Environment			
Lack of Ecological Linkages	Finalise and implement the Claremont Town Centre Precinct Structure Plan to ensure ecological linkages are provided to the Swan River and to Lake Claremont along Stirling Road and Leura Avenue.	Undertake review of Local Planning Scheme and Policy Framework	Short Term
Urban Greening	Review the Street Tree Masterplan as it relates to all streets within the Claremont Town Centre Planning Area to support tree retention, optimise green links and create enhanced landscaped development outcomes.  Ensure redevelopment of private properties within the Claremont Town Centre precinct maintains and expands upon the tree canopy throughout the planning area, and particularly within the public realm.	Finalise and implement Precinct Structure Plan	Immediate
		Undertake review of Street Tree Masterplan	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Infrastructure			
Sustainable Transport	Work with State Government to improve public transport and land use integration in and around the Claremont Train Station, and review parking requirements and increase end of trip facilities.	Preparation of Integrated Transport Strategy	Immediate
		Undertake review of Local Planning Scheme	Short Term
		Undertake review of Policy Framework for parking and end of trip facilities	Short Term
Management of Parking Demand in Planning Areas	Management of car parking to ensure that parking is readily available for retail shopping and entertainment venues, and is not burdened by longer term parking of employees or commuters	Prepare Parking Management Plan and align with review of Policy Framework and Scheme provisions.	Short Term
Prioritising Infrastructure for Active Transport	Review internal and surrounding streetscapes to make provision for adequate pedestrian and cycle networks throughout the Planning Area and to key nodes of public open space, community facilities and local services.	Implementation of the Town's Transport, Traffic and Parking Strategy	Immediate
		Undertake review of Local Planning Scheme	Short Term
		Undertake review of Policy Framework for parking and end of trip facilities	Short Term
Connectivity	Work with State Government to improve connectivity across Stirling Highway and the Railway line at Claremont Station.	Actively work with State Government Agencies	Ongoing

Theme	Actions	Key Deliverables	Timeframe
<b>CLAREMONT SHOWGROUNDS</b>			
Community, Urban Growth and Settlement			
Housing Growth and Diversity	<p>Consider the future and longer term development opportunity of the Precinct as a Future Investigation Planning Area.</p> <p>Investigate stakeholder aspirations and land development opportunities and constraints.</p> <p>Work with the Royal Agricultural Society and State Government to consider future land use opportunities for the Planning Area.</p> <p>Engage with landowners, key stakeholders, businesses and community in a review of the precinct vision, land use and built form opportunities and constraints to inform an update to the local planning framework and/or preparation of a precinct structure plan with recommendations for public realm improvements and economic development initiatives</p>	<p>Preparation of a Vision Plan</p> <p>Preparation of a Precinct Structure Plan</p> <p>Review of State and Local Planning Framework</p>	Long Term
Economy and Employment			
Business and Employment diversity and growth	Consider the established need and future requirements for light industrial and a broader range of commercial uses.	<p>Preparation of Vision Plan</p> <p>Review of State and Local Planning Framework</p>	Long Term
Environment			
Urban Greening	Consider the opportunity to facilitate additional open space, retention of existing mature trees and new tree planting.	Preparation of a Vision Plan	Long Term
Ecological Linkages	Consider the opportunity to provide for ecological linkages to adjacent natural assets.	Preparation of a Vision Plan	Long Term
Infrastructure			
Sustainable Transport	Work with State Government to improve public transport and land use integration by considering opportunities to transition to a full time passenger rail service at the Showgrounds Station.	<p>Preparation of a Vision Plan</p> <p>Review of State and Local Planning Framework</p>	Long Term
Connectivity	Consider opportunities to enhance permeability and connectivity within and through the Precinct, to support the broader neighbourhood movement network.	Preparation of a Vision Plan	Long Term



Theme	Actions	Key Deliverables	Timeframe
<b>STIRLING HIGHWAY EAST URBAN CORRIDOR - HIGHWAY PRECINCT</b>			
Community, Urban Growth and Settlement			
Housing Growth	Incorporate Amendment No. 138 to Local Planning Scheme No. 3 into the new Local Planning Scheme to implement the Stirling Highway Local Development Plan to ensure sufficient capacity in the Stirling Highway activity corridor, to accommodate population and housing growth targets.	Incorporate Amendment No. 138 to Local Planning Scheme No. 3 into the new Local Planning Scheme	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Housing Diversity and Affordability	Incorporate Amendment No. 138 to Local Planning Scheme No. 3 into the new Local Planning Scheme to implement the Stirling Highway Local Development Plan to make provision for diverse housing options and supply of affordable housing.	Incorporate Amendment No. 138 to Local Planning Scheme No. 3 into the new Local Planning Scheme	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Protection of Residential Character	Incorporate Amendment No. 138 to Local Planning Scheme No. 3 into the new Local Planning Scheme to implement the Stirling Highway Local Development Plan and review of planning provisions to inform the provision of appropriate development in response to desired character and public realm.	Incorporate Amendment No. 138 to Local Planning Scheme No. 3 into the new Local Planning Scheme	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Access to and Diversity of Public Open Space	Review internal and surrounding streetscapes to make provision for adequate pedestrian and cycle networks throughout the Planning Area and to key nodes of public open space, community facilities and local services.	Implementation of the Town's Transport, Traffic & Parking Strategy	Immediate
		Undertake review of Local Planning Scheme and undertake review of Policy Framework	Short Term
Quality of Community Infrastructure	Review internal and surrounding streetscapes to make provision for adequate pedestrian and cycle networks throughout the Planning Area and to key nodes of public open space, community facilities and local services.	Implementation of the Town's Transport, Traffic & Parking Strategy	Immediate
		Undertake review of Local Planning Scheme and undertake review of Policy Framework	Short Term
Economy and Employment			
Maintaining a sustainable hierarchy of centres, precincts and corridors	Review planning provisions to support the vitality of the Stirling Highway Urban Corridor. Finalise the Local Commercial and Activity Centres Strategy to identify and coordinate efforts to grow and support businesses and employment within the Stirling Highway East Urban Corridor.	Finalisation of the Stirling Highway Local Development Plan	Immediate
		Finalisation of Local Commercial and Activity Centres Strategy	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Business and Employment Diversity and growth	Review planning provisions to ensure sufficient capacity, diversity and flexibility to achieve growth and diversity within the Urban Corridor East Local Development Plan.	Undertake review of Local Planning Scheme and Policy Framework	Short Term

Theme	Actions	Key Deliverables	Timeframe
Environment			
Urban Greening	Review the Street Tree Masterplan as it relates to all streets within the Planning Area to support tree retention, optimise green links and create enhanced landscaped development outcomes. Ensure redevelopment of private properties within the Planning Area maintains and expands upon the tree canopy throughout the planning area, and particularly within the public realm.	Finalisation of the Stirling Highway Local Development Plan	Immediate
		Undertake review of Street Tree Masterplan	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Infrastructure			
Sustainable Transport	Work with State Government to improve public transport and land use integration along Stirling Highway, and review parking requirements and increase end of trip facilities, where appropriate.	Preparation of Integrated Transport Strategy	Immediate
		Undertake review of Local Planning Scheme	Short Term
		Undertake review of Policy Framework for parking and end of trip facilities	Short Term
Prioritising Infrastructure for Active Transport	Review internal and surrounding streetscapes to make provision for adequate pedestrian and cycle networks throughout the Planning Area and to key nodes of public open space, community facilities and local services.	Implementation of the Town's Transport, Traffic and Parking Strategy	Immediate
		Undertake review of Local Planning Scheme	Short Term
		Undertake review of Policy Framework for parking and end of trip facilities	Short Term
Connectivity	Work with State Government to improve connectivity across Stirling Highway at appropriate locations.	Actively work with State Government Agencies	Ongoing

Theme	Actions	Key Deliverables	Timeframe
<b>STIRLING HIGHWAY EAST URBAN CORRIDOR - TRANSITION PRECINCT</b>			
Community, Urban Growth and Settlement, Environment and Infrastructure			
Density Transitions	Investigate appropriate transition densities between the Stirling Highway planning area and the suburban land to the south that is included in the planning investigation area. Matters to be considered (but not limited to) include bulk, overshadowing, heritage, tree retention and vehicular access.	Incorporate findings of this investigation (revised densities) into the new Local Planning Scheme.	Short Term

Theme	Actions	Key Deliverables	Timeframe
<b>STIRLING HIGHWAY WEST URBAN CORRIDOR</b>			
Community, Urban Growth and Settlement			
Housing Growth	Finalise the Stirling Highway Local Development Plan to ensure sufficient capacity in the Stirling Highway activity corridor, to accommodate population and housing growth targets	Finalisation of the Stirling Highway Local Development Plan	Long Term
		Undertake review of Local Planning Scheme and Policy Framework	Long Term
Housing Diversity and Affordability	Finalise the Stirling Highway Local Development Plan and review of planning provisions to inform the provision of appropriate development in response to desired character and public realm	Finalisation of the Stirling Highway Local Development Plan	Long Term
		Undertake review of Local Planning Scheme and Policy Framework	Long Term
Protection of Residential Character	Finalise the Stirling Highway Local Development Plan and review of planning provisions to inform the provision of appropriate development in response to desired character and public realm	Finalisation of the Stirling Highway Local Development Plan	Long Term
		Undertake review of Local Planning Scheme and Policy Framework	Long Term
Access to and Diversity of Public Open Space	Consider opportunities for shared use/public access of Methodist Ladies' College and Christ Church Grammar School open space areas. Consider opportunities for enhanced pedestrian and cyclist access to open space located outside of the Planning Area.	Implementation of the Town's Transport, Traffic & Parking Strategy	Long Term
		Undertake a review of the opportunity for shared use of school ovals and open space facilities	Ongoing
		Undertake review of Local Planning Scheme and Policy Framework	Long Term
Quality of Community Infrastructure	Review internal and surrounding streetscapes to make provision for adequate pedestrian and cycle networks throughout the Planning Area and to key nodes of public open space, community facilities and local services.	Implementation of the Town's Transport, Traffic & Parking Strategy	Long Term
		Undertake review of Local Planning Scheme and undertake review of Policy Framework	Long Term
Economy and Employment			
Maintaining a sustainable hierarchy of centres, precincts and corridors	Review planning provisions to support the continued operation of existing economic activity within the Stirling Highway West Urban Corridor.	Finalisation of the Stirling Highway Local Development Plan	Long Term
		Undertake review of Local Planning Scheme and Policy Framework	Long Term



Theme	Actions	Key Deliverables	Timeframe
Environment			
Urban Greening	Review the Street Tree Masterplan as it relates to all streets within the Planning Area to support tree retention, optimise green links and create enhanced landscaped development outcomes.  Ensure redevelopment of private properties within the Planning Area maintains and expands upon the tree canopy throughout the planning area, and particularly within the public realm.	Finalisation of the Stirling Highway Local Development Plan	Long Term
		Undertake review of Street Tree Masterplan	Long Term
		Undertake review of Local Planning Scheme and Policy Framework	Long Term
Infrastructure			
Sustainable Transport	Work with State Government to improve public transport and land use integration in and around the Stirling Highway Corridor, in addition to improved connections through to Swanbourne Train Station.	Preparation of Integrated Transport Strategy	Long Term
		Undertake review of Local Planning Scheme	Long Term
Prioritising Infrastructure for Active Transport	Review internal and surrounding streetscapes to make provision for adequate pedestrian and cycle networks throughout the Planning Area and to key nodes of public open space, community facilities and local services.	Implementation of the Town's Transport, Traffic and Parking Strategy	Long Term
		Undertake review of Local Planning Scheme	Long Term
Connectivity	Work with State Government to improve connectivity across Stirling Highway at appropriate locations.	Actively work with State Government Agencies	Ongoing

Theme	Actions	Key Deliverables	Timeframe
<b>CLAREMONT STATION</b>			
Community, Urban Growth and Settlement			
Housing Growth	Finalise the Claremont Town Centre Precinct Structure Plan and implement the North-East Precinct Structure Plan to ensure sufficient capacity to accommodate population and housing growth targets.  Consider the appropriateness of the residential coding attributed to other suburban precincts within the Planning Area.	Implementation of the North East Precinct Structure Plan	Ongoing
		Finalisation of the Stirling Highway Local Development Plan	Immediate
		Finalise the Claremont Town Centre Precinct Structure Plan	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Housing Diversity and Affordability	Finalise the Claremont Town Centre Precinct Structure Plan and implement the North-East Precinct Structure Plan to make provision for diverse housing options and supply of affordable housing.  Consider the appropriateness of the residential coding attributed to other suburban precincts within the Planning Area.	Implementation of the North East Precinct Structure Plan	Ongoing
		Finalisation of the Stirling Highway Local Development Plan	Immediate
		Finalise the Claremont Town Centre Precinct Structure Plan	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Protection of Residential Character	Finalise and implement the Claremont Town Centre Precinct Structure Plan and implement the North-East Precinct Structure Plan and review of planning provisions to inform the provision of appropriate development in response to desired character and public realm.	Implementation of the North East Precinct Structure Plan	Ongoing
		Finalisation of the Stirling Highway Local Development Plan	Immediate
		Finalise the Claremont Town Centre Precinct Structure Plan	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Access to and Diversity of Public Open Space	Finalise the Claremont Town Centre Precinct Structure Plan and implement the North-East Precinct Structure Plan to make provision for improved accessibility and functionality of public open space areas.	Implementation of the North East Precinct Structure Plan	Ongoing
		Finalisation of the Stirling Highway Local Development Plan	Immediate
		Finalise the Claremont Town Centre Precinct Structure Plan	Immediate
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Quality of Community Infrastructure	Prepare and implement Community Facilities Strategy and investigate options to facilitate community infrastructure provision to meet the future needs of the growing community.	Finalisation of Community Facilities Strategy	Immediate
		Investigate opportunities to facilitate community infrastructure provision	Short Term

Theme	Actions	Key Deliverables	Timeframe
Economy and Employment			
Maintaining a sustainable hierarchy of centres, precincts and corridors	Continue to support the development of appropriate retail and commercial development within the North East Precinct, and the growth of economy and employment floorspace within the Claremont Town Centre and Stirling Highway Urban Corridor Planning Areas.	Implementation of the North East Precinct Structure Plan	Ongoing
		Review of Local Planning Scheme and Policy Framework	Short Term
Environment			
Natural Environment	Review existing land use permissibility to ensure adequate provisions are in place to meet environmental requirements for bush fire prone areas associated with Lake Claremont.	Preparation of a Masterplan for Lake Claremont and surrounds	Short Term
		Review of Local Planning Scheme and Policy Framework	Short Term
Lake Claremont	Review planning provisions and prepare and implement a masterplan for Lake Claremont and investigate opportunities to improve access to and use of this site.	Preparation of a Masterplan for Lake Claremont and surrounds	Short Term
		Review of Local Planning Scheme and Policy Framework	Short Term
Urban Greening	Review the Street Tree Masterplan as it relates to all streets within the Planning Area to support tree retention, optimise green links and create enhanced landscaped development outcomes.	Finalisation of the Stirling Highway Local Development Plan	Immediate
		Undertake review of Street Tree Masterplan	Immediate
		Review of Local Planning Scheme and Policy Framework	Short Term
Infrastructure			
Sustainable Transport	Work with State Government to improve public transport and land use integration in and around the Claremont Train Station, and review parking requirements and increase end of trip facilities.	Preparation of Integrated Transport Strategy	Immediate
		Undertake review of Local Planning Scheme and undertake review of Policy Framework for parking and end of trip facilities	Short Term
Management of Parking Demand in Planning Areas	Management of car parking to ensure that parking is readily available for retail shopping and entertainment venues, and is not burdened by longer term parking of employees or commuters	Undertake review of Policy Framework for parking and end of trip facilities	Short Term
Prioritising Infrastructure for Active Transport	Review internal and surrounding streetscapes to make provision for adequate pedestrian and cycle networks throughout the Planning Area and to key nodes of public open space, community facilities and local services.	Implementation of the Town's Transport, Traffic and Parking Strategy	Immediate
		Undertake review of Local Planning Scheme and undertake review of Policy Framework for parking and end of trip facilities	Short Term
Connectivity	Work with State Government to improve connectivity across Stirling Highway at appropriate locations.	Actively work with State Government Agencies	Ongoing

Theme	Actions	Key Deliverables	Timeframe
<b>LOCH STREET STATION</b>			
Community, Urban Growth and Settlement			
Housing Growth	Incorporate the Loch Street Station Precinct Structure Plan into the new Local Planning Scheme to ensure sufficient capacity to accommodate population and housing growth targets.	Incorporate the Loch Street Station Precinct Structure Plan into the new Local Planning Scheme	Short Term
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Housing Diversity and Affordability	Incorporate the Loch Street Station Precinct Structure Plan into the new Local Planning Scheme to make provision for diverse housing options and supply of affordable housing.	Incorporate the Loch Street Station Precinct Structure Plan into the new Local Planning Scheme	Short Term
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Protection of Residential Character	Incorporate the Loch Street Station Precinct Structure Plan into the new Local Planning Scheme and review of planning provisions to inform the provision of appropriate development in response to desired character and public realm.	Incorporate the Loch Street Station Precinct Structure Plan into the new Local Planning Scheme	Short Term
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Access to and Diversity of Public Open Space	Incorporate the Loch Street Station Precinct Structure Plan into the new Local Planning Scheme to make provision for adequate and a diversity of public open spaces, including a review of the functionality and development opportunity of Judge Avenue Public Open Space.	Incorporate the Loch Street Station Precinct Structure Plan into the new Local Planning Scheme	Short Term
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Quality of Community Infrastructure	Prepare and implement Community Facilities Strategy and investigate options to facilitate community infrastructure provision to meet the future needs of the growing community.	Finalisation of Community Facilities Strategy	Immediate
		Investigate opportunities to facilitate community infrastructure provision	Short Term
Economy and Employment			
Maintaining a sustainable hierarchy of centres, precincts and corridors	Incorporate the Loch Street Station Precinct Structure Plan into the new Local Planning Scheme and review of planning provisions to facilitate further commercial and retail growth of the Ashton Street Local Centre.	Incorporate the Loch Street Station Precinct Structure Plan into the new Local Planning Scheme	Ongoing
		Review of Local Planning Scheme and Policy Framework	Short Term

Theme	Actions	Key Deliverables	Timeframe
Economy and Employment			
Business and Employment Diversity Growth	Review planning provisions to ensure sufficient capacity, diversity and flexibility to achieve growth and diversity within the Ashton Street Local Centre.	Review of Local Planning Scheme and Policy Framework	Short Term
Environment			
Urban Greening	Review the Street Tree Masterplan as it relates to all streets within the Loch Street Station Precinct and Local Centre to support tree retention, optimise green links and create enhanced landscaped development outcomes.  Review existing planning provisions to ensure adequate provision of landscaping and canopy trees within new development.	Incorporate the Loch Street Station Precinct Structure Plan into the new Local Planning Scheme	Short Term
		Undertake review of Street Tree Masterplan	Immediate
		Review of Local Planning Scheme and Policy Framework	Short Term
Infrastructure			
Sustainable Transport	Work with State Government to improve public transport and land use integration, particularly in relation to Showgrounds and Loch St Stations.	Preparation of Integrated Transport Strategy	Immediate
		Undertake review of Local Planning Scheme and undertake review of Policy Framework	Short Term
Prioritising Infrastructure for Active Transport	Review internal and surrounding streetscapes to make provision for adequate pedestrian and cycle networks throughout the Planning Area and to key nodes of public open space, community facilities and local services.	Implementation of the Town's Transport, Traffic and Parking Strategy	Immediate
		Undertake review of Local Planning Scheme and undertake review of Policy Framework	Short Term
Connectivity	Work with State Government to improve connectivity across the Railway line at Loch Street Station.	Actively work with State Government Agencies	Ongoing



Theme	Actions	Key Deliverables	Timeframe
<b>SWANBOURNE STATION</b>			
Community, Urban Growth and Settlement			
Housing Growth	Prepare development standards for inclusion within the new Local Planning Scheme to guide development within the Local Centre area, including the residential lots to the rear and south of Rob Roy Street.	Preparation of new Local Planning Scheme	Short Term
	Consider the appropriateness of the residential coding and development requirements attributed to other suburban precincts within the Planning Area.	Undertake review of Local Planning Scheme and Policy Framework	Short Term
Housing Diversity and Affordability	Prepare development standards for inclusion within the new Local Planning Scheme to guide development within the Local Centre area, including the residential lots to the rear and south of Rob Roy Street.	Preparation of new Local Planning Scheme	Short Term
	Consider the appropriateness of the residential coding and development requirements attributed to other suburban precincts within the Planning Area.	Undertake review of Local Planning Scheme and Policy Framework	Short Term
Protection of Residential Character	Consider the appropriateness of the residential coding and development requirements attributed to other suburban precincts within the Planning Area.	Undertake review of Local Planning Scheme and Policy Framework	Short Term
Access to and Diversity of Public Open Space	Review internal and surrounding streetscapes through masterplanning with the State to make provision for adequate pedestrian and cycle networks throughout the Planning Area and to key nodes of public open space, community facilities and local services.	Undertake review of Local Planning Scheme and undertake review of Policy Framework	Immediate
Quality of Community Infrastructure	Review internal and surrounding streetscapes through masterplanning with the State to make provision for adequate pedestrian and cycle networks throughout the Planning Area and to key nodes of public open space, community facilities and local services.	Undertake review of Local Planning Scheme and undertake review of Policy Framework	Short Term
Economy and Employment			
Maintaining a sustainable hierarchy of centres, precincts and corridors	Prepare development standards for inclusion within the new Local Planning Scheme to guide development within the Local Centre area to facilitate further commercial and retail growth of the Swanbourne Local Centre.	Preparation of new Local Planning Scheme	Short Term
		Undertake review of Local Planning Scheme and Policy Framework	Short Term
Business and Employment Diversity and growth	Review planning provisions to ensure sufficient capacity, diversity and flexibility to achieve growth and diversity within the Swanbourne Local Centre.	Review of Local Planning Scheme and Policy Framework	Short Term

Theme	Actions	Key Deliverables	Timeframe
Environment			
Urban Greening	Review the Street Tree Masterplan as it relates to all streets within the Swanbourne Station Precinct to support tree retention, optimise green links and create enhanced landscaped development outcomes.  Review existing planning provisions to ensure adequate provision of landscaping and canopy trees within new development.	Finalise and implement the Loch Street Precinct Structure Plan	Short Term
		Undertake review of Street Tree Masterplan	Immediate
		Review of Local Planning Scheme and Policy Framework	Short Term
Infrastructure			
Sustainable Transport	Work with State Government to improve public transport and land use integration in and around the Loch Street Train Station.	Preparation of Integrated Transport Strategy	Immediate
		Undertake review of Local Planning Scheme and undertake review of Policy Framework	Short Term
Management of Parking Demand in Planning Areas	Investigate opportunities to manage public and private parking to ensure parking is readily available to support the businesses operating within the Local Centre.	Undertake review of Policy Framework for provision and management of parking.	Short Term
Prioritising Infrastructure for Active Transport	Review internal and surrounding streetscapes to make provision for adequate pedestrian and cycle networks throughout the Planning Area and to key nodes of public open space, community facilities and local services.	Implementation of the Town's Transport, Traffic and Parking Strategy	Immediate
		Undertake review of Local Planning Scheme and undertake review of Policy Framework	Short Term

Part 2

# BACKGROUND INFORMATION AND ANALYSIS



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# 1.0 INTRODUCTION

The purpose of Part 2 is to provide the rationale and evidence base for Part 1. It provides the relevant background information and analysis which supports the planning directions and actions outlined within Part 1 of the Local Planning Strategy (the Strategy).

This part provides a summary of the relevant State, regional and local planning contexts and their implications for the Strategy. A local government profile is also included that provides a presentation and analysis of information relating to the demographic profile of the Town and the key planning issues and opportunities influencing future development and land use of the Town.

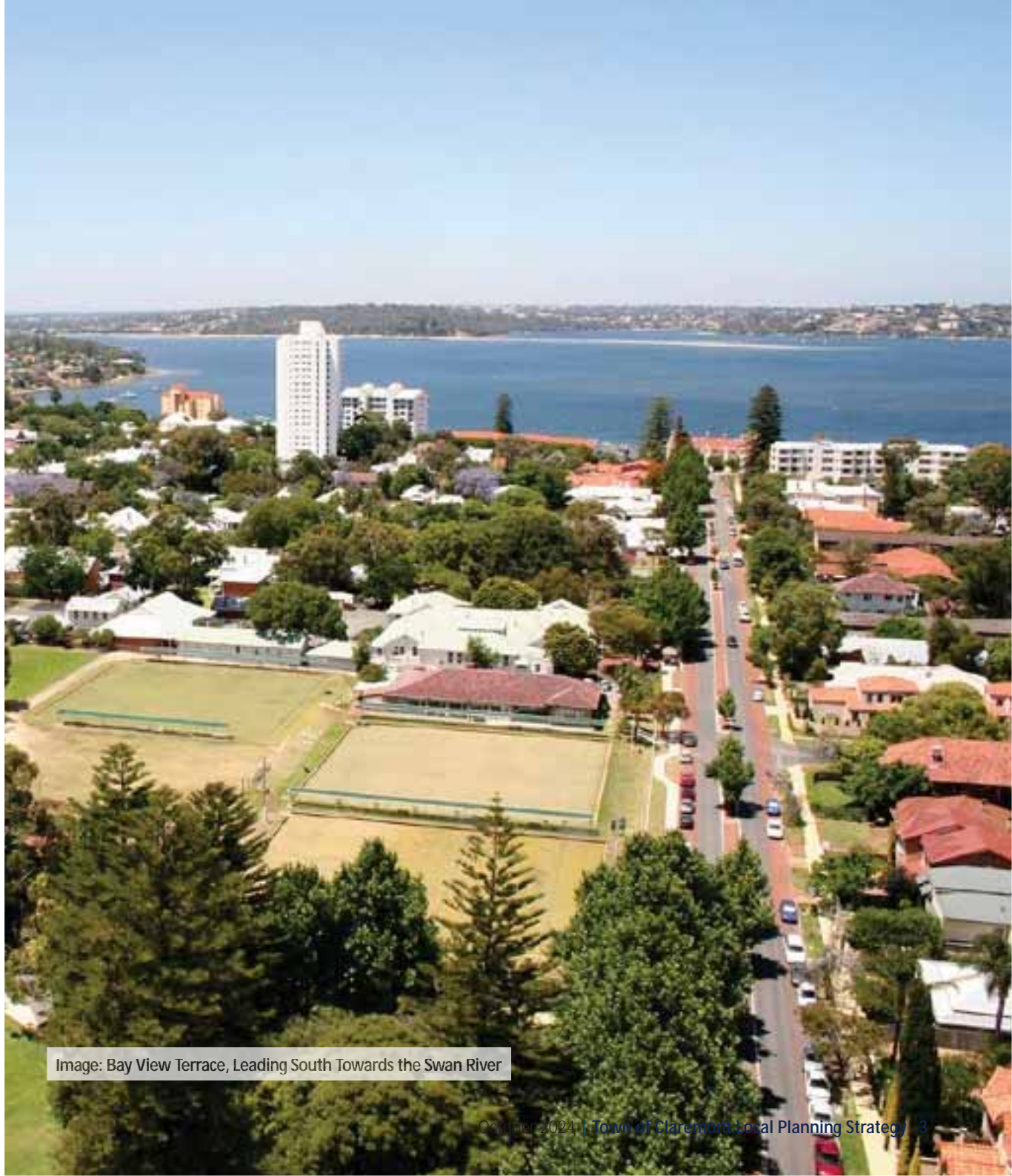


Image: Bay View Terrace, Leading South Towards the Swan River



## 1.1 Context Analysis

The Town of Claremont is located in the western suburbs of the Perth Metropolitan Region. The Town is located approximately 7km from the Perth CBD and is in proximity to a number of key regional facilities including the Queen Elizabeth II Medical Centre; Perth Children's Hospital and the University of Western Australia (all within 5km) (refer to **Figure 1** - Regional Context).

The Town accommodates a range of regionally significant assets and infrastructure, which establishes it as a highly desirable place to live and work, underpinning its potential for significant future growth. Such assets include:

- A premier retail precinct in the Claremont Town Centre (comprising Claremont Quarter, Bay View Terrace and St Quentin Avenue) and a number of smaller centres throughout the Town.
- A number of private education and hospital institutions, including Scotch College, Methodist Ladies' College, Christ Church Grammar School and Bethesda Hospital.
- Significant environmental and recreational assets including the Swan River and Lake Claremont.
- Regional connectivity by way of the Stirling Highway corridor and Perth-Fremantle Railway line with stations at Loch Street, Claremont and Swanbourne (and an event station at the Claremont Showgrounds).
- A range of local and regional open spaces and community facilities, including Claremont Oval, Aquatic Centre, Golf Course, Tennis Club and Bowling Club.

The Claremont Town Centre is identified as a Secondary Activity Centre within the Perth and Peel Activity Centre Hierarchy under State Planning Policy 4.2 (SPP4.2), and plays a significant role in providing essential services to its catchment, which extends approximately 10km and services a population beyond the Town of Claremont. Other activity centres in proximity to the Town are mostly higher order centres including the Perth CBD, Fremantle and Stirling Strategic Centres, and Subiaco Secondary Centre. A number of lower order District Centres are located within and in close proximity to the Town, and play a role in servicing a smaller catchment with a small offering of services and facilities.







Lake Monger Reserve

West Leederville Stn

Optus Stadium

PERTH CITY

WEST LEEDERVILLE

Subiaco Stn

SUBIACO

City West Stn

Daglish Stn

KINGS PARK

Shenton Park Stn

SHENTON PARK

Swan River

Karrakatta Stn

NEDLANDS

Loch Street Stn

University of WA

Claremont Showgrounds

Claremont Showgrounds Stn

CLAREMONT

Stirling Highway

Claremont Stn

DALKEITH

SITE

Christ Church Grammar School

Bethesda Health Care

West Ladies College

Swan River

Figure 1: Regional Context



## 1.2 Stakeholder and Community Participation

### 1.2.1 Engagement Process

A comprehensive Community and Stakeholder Engagement Strategy was prepared to guide the engagement process, milestones, identify key stakeholders and information requirements and engagement techniques in line with the IAP2 Spectrum of Public Participation.

Concurrent consultation and engagement was undertaken with respect to the Strategy, as well as the Town Centre Precinct Structure Plan (PSP). Activities included:

1. **A three 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 Strategy and the PSP, as well as to the Town's Strategic Community Plan which sits outside the scope of the Strategy and PSP project. A total of 330 responses were recorded in the community survey.

2. **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 Strategy and PSP.

In total, 34 members of the community attended over both workshops held. Presentations on the State expectations for the studies, the purpose of the study and background technical information regarding the Local Government Area and the Town Centre preceded facilitated, interactive workshop activities.

3. **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.

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.

4. **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 landowners prior to the meetings based upon the presentations given at the Vision and Design Workshops.

A summary of the consultation and engagement feedback provided is outlined in **Table 1**.



Image: Claremont Visioning Workshop to assist in planning for land use and development into the future.

Table 1: Key outcomes of engagement

Theme	Feedback/Responses
Built Form & Land Use	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>
Public Realm, Environment, Landscape and Community Facilities	<ul style="list-style-type: none"> <li>• The Town as a whole needs to be undertaking actions to address sustainability and climate change within future planning.</li> <li>• Lake Claremont and Claremont Park are underutilised and need to be enhanced while respecting the environmental values.</li> <li>• The entire Town needs to undergo greening and should develop a strong urban tree canopy and landscaped connectivity.</li> <li>• Planting within the Town should include native Australian species and private development should be encouraged to do the same.</li> <li>• The connection to the Swan River should be more prominent and activation and use of the river should be improved.</li> <li>• There is a lack of community facilities for children and young people which needs to be addressed in the Town.</li> </ul>
Movement Network	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Traffic congestion is bad around the Claremont and Swanbourne Centres.</li> <li>• The east-west cycle connections are good but north-south movement opportunities through the Town need to be improved.</li> <li>• The cycling network within the Town needs to be improved and factor all user groups into consideration for safety and connectivity.</li> <li>• The Town of Claremont is fairly walkable but could be improved with improvements to safety, signage, paths and shade canopy from more trees.</li> <li>• 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.</li> <li>• Investigate the opportunity for water taxis/use of the river as part of the movement network.</li> <li>• The movement network overall needs to connect into the surrounding local government areas.</li> </ul>

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## 2.0 STATE AND REGIONAL PLANNING CONTEXT

### 2.1 State Planning Strategy 2050

The State Planning Strategy provides the strategic context and basis for the coordination and integration of land use planning and development across Western Australia at regional and local levels. It contemplates a future in which high standards of living, improved public health and an excellent quality of life are enjoyed by present and future generations of Western Australians.

The State Planning Strategy proposes that diversity, liveability, connectedness and collaboration must be central to achieving the vision of sustained growth and prosperity, and establishes principles, strategic goals and directions to ensure the development of the State progresses towards this vision.

The Strategy aims to enhance the liveability of the Town, by focusing on the provision of high quality public spaces, facilities and infrastructure, protecting the local environment and creating a vibrant Town Centre, all of which broadly aligns with the vision, principles and strategic goals of the State Planning Strategy.

### 2.2 State Planning Policies

State Planning Policies (SPPs) are prepared under Part 3 of the *Planning and Development Act 2005* and provide the highest level of planning policy control and guidance in Western Australia. SPPs considered to be specifically relevant to the Town are outlined and described in **Table 2**.



**Table 2: State planning instrument overview and local planning strategy implications and responses**

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
<p>State Planning Policy 1 - State Planning Framework (SPP 1.0) (November 2017)</p>	<p>SPP 1.0 restates and expands on the key principles of the State Planning Strategy in planning for sustainable lands use and development. It brings together existing State and regional policies, strategies and guidelines within a central State Planning Framework, which provides a context for decision making on land use and development in Western Australia.</p> <p>The Framework informs the Western Australian Planning Commission (WAPC), local government and others involved in the planning process on State level planning policy which is to be taken into consideration, and given effect to, in order to ensure integrated decision-making across all spheres of planning.</p> <p>The Framework identifies relevant policies and strategies used by the WAPC in making decisions and may be amended from time to time. The framework is the overarching SPP. Additional SPPs set out the WAPC’s policy position in relation to aspects of the State Planning Strategy principles.</p>	<p>Noted. No specific planning response is required through the Strategy.</p>
<p>State Planning Policy 2.0 - Environment and Natural Resources (SPP 2.0) (June 2003)</p>	<p>SPP 2.0 is a broad sector policy and provides guidance for the protection, management, conservation and enhancement of the natural environment. The policy promotes responsible planning by integrating environment and natural resource management with broader land use planning and decision-making.</p> <p>SPP 2.0 outlines general measures for matters such as water, air quality, soil and land quality, biodiversity, agricultural land and rangelands, basic raw materials, marine resources, landscapes and energy efficiency. These general measures should be considered in conjunction with environmentally-based, issue-specific State planning polices which supplement SPP 2.0.</p>	<p>SPP 2.0 will influence land use planning within proximity to key conservation areas such as Lake Claremont, other identified bushland reserves as well as the Swan River.</p>
<p>State Planning Policy 2.8 - Bushland Policy for the Perth Metropolitan Region (SPP 2.8) (June 2010)</p>	<p>SPP 2.8 seeks to provide a policy and implementation framework that will ensure bushland protection and management issues in the Perth Metropolitan Region are appropriately addressed and integrated with broader land use planning and decision-making. The primary purpose of the policy is to secure the long-term protection of biodiversity and associated environmental value sites, being Bush Forever areas.</p> <p>The policy recognises the protection and management of significant bushland areas as a fundamental consideration in the planning process, while also seeking to integrate and balance wider environmental, social and economic considerations.</p> <p>The policy supports the preparation of local bushland protection strategies to enable the identification of locally significant bushland sites for protection and management outside Bush Forever areas.</p>	<p>SPP 2.8 will influence land use planning that may impact upon Bush Forever site 220 encompassing Lake Claremont and the surrounding bushland.</p> <p>The planning framework will need to demonstrate that the protection and management of the identified bushland assets will not be negatively impacted.</p>
<p>Draft State Planning Policy 2.9 - Planning for Water (SPP 2.9) (August 2021)</p>	<p>SPP 2.9 seeks to ensure that planning and development considers water resource management and includes appropriate water management measures to achieve optimal water resource outcomes. The policy establishes objectives relating to improving environmental, social, cultural and economic values of water resources; protecting public health through appropriate water supply and waste water infrastructure; sustainable use of water resources and managing the risk of flooding and water related impacts of climate change on people, property and infrastructure.</p>	<p>SPP 2.9 will influence land use planning and development that may impact upon water resources, which particularly applies to the Swan River, in addition to encouraging water sensitive urban design techniques in future development of private and public land, inclusive of drainage and irrigation.</p>

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
<p>State Planning Policy 2.10 - Swan-Canning River System (SPP 2.10) (December 2006)</p>	<p>SPP 2.10 provides a framework for consistent and integrated decision-making in relation to planning proposals over the Swan and Canning river and its foreshore to ensure activities land use and development maintains and enhances the health, amenity and landscape values of the river, including its recreational and scenic values.</p> <p>SPP 2.10 sets out overarching guiding principles for the entire river together with precinct based performance criteria and objectives to be achieved for certain parts of the river as defined in the policy. The guiding principles include social benefits, environmental values, cultural and natural heritage and design and development, such as securing public access to the river, maintaining a sense of place, protecting the natural environment, conservation of cultural and natural heritage elements of the river and its setting and promoting sensitive design and built form.</p>	<p>The Swan River adjoins Claremont’s municipal boundary to the south. Future planning proposals along the Swan River foreshore must consider State-level requirements as set out in SPP 2.10, the Swan Canning River Protection Strategy and the Healthy Rivers Action Plan. It is noted that no specific planning response is required through the Strategy.</p>
<p>State Planning Policy 3.0 - Urban Growth and Settlement (SPP 3.0) (May 2006)</p>	<p>SPP 3.0 is a broad sector policy that sets out the principles and considerations which apply to planning for urban growth and settlement in Western Australia. The purpose of the policy is to facilitate sustainable patterns of urban growth and settlement by setting out the requirements of sustainable settlements and communities and the broad policy for accommodating growth and change.</p> <p>SPP 3.0 outlines general measures to create sustainable communities, plan liveable neighbourhoods, coordinate services and infrastructure, manage rural-residential growth and plan for aboriginal communities. These general measures should be considered in conjunction with issue-specific urban growth and settlement state planning policies which supplement SPP 3.0.</p>	<p>SPP 3.0 reinforces the need to provide for a wide variety of housing options, employment, recreation facilities and open space across the State. More consolidated development should be provided in appropriate locations and where the necessary services are available or can be provided, such as existing centres and corridors. This is reflected through the detailed planning and capacity analysis for each of the identified planning areas.</p>
<p>State Planning Policy 3.5 - Historic Heritage Conservation (SPP 3.5) (May 2007)</p>	<p>SPP 3.5 sets out the principles of sound and responsible planning for the conservation and protection of Western Australia’s historic heritage. The policy seeks to conserve places and areas of historic heritage significance and to ensure development does not adversely affect the significance of heritage places and areas.</p> <p>SPP 3.5 primarily relates to historic cultural heritage noting that aboriginal heritage and natural heritage are protected by other legislative instruments. Historic cultural heritage includes heritage areas, buildings and structures, historic cemeteries and gardens, man-made landscapes and historic or archaeological sites with or without built features.</p> <p>The policy contains development control principles and considerations for decision-makers for where development is proposed within a heritage place and heritage area.</p> <p>The policy also states that care should be taken by decision-makers to minimise the extent to which land use zoning and other planning controls conflict with, or undermine, heritage conservation objectives.</p>	<p>SPP 3.5 provides guidance for future development assessment and control of properties, buildings and areas with significant heritage values in the Town of Claremont, to enable and support their conservation for future generations. This policy provides opportunities for the adaptive re-use of protected heritage places and will be highly relevant in any future review of the Town’s Heritage List, heritage areas and heritage Scheme and policy provisions.</p>

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
<p>State Planning Policy (SPP 3.6) - Infrastructure Contributions (SPP 3.6) (April 2021)</p>	<p>SPP 3.6 sets out the principles and requirements that apply to the establishment and collection of infrastructure contributions in new and established areas. The policy establishes objectives to coordinate the efficient and effective delivery of infrastructure to support population growth and development; provide clarity on the acceptable methods of collecting and coordinating contributions for infrastructure and provide the framework for a transparent, equitable, and accountable system for apportioning, collecting and spending contributions.</p>	<p>The Strategy addresses the infrastructure needs of the community based on growth forecasts and targets. Confirming the Town's community needs through the preparation of a formal Community Infrastructure Plan (CIP) is identified as a possible action in this Strategy. This will include an investigation of multiple options for delivery.</p> <p>SPP 3.6 will become important in guiding any proposals for shared infrastructure cost funding for infrastructure required as a result of infill development into the future.</p>
<p>State Planning Policy 3.7 - Planning in Bushfire Prone Areas (SPP 3.7) (December 2015)</p>	<p>SPP 3.7 provides a framework in which to implement effective, risk-based land use planning and development outcomes to preserve life and reduce the impact of bushfire on property and infrastructure. The policy emphasises the need to identify and consider bushfire risks in decision-making at all stages of the planning and development process whilst achieving an appropriate balance between bushfire risk management measures, biodiversity conservation and environmental protection.</p> <p>The policy applies to all land which has been designated as bushfire prone by the Fire and Emergency Services Commissioner as well as areas that may have not yet been designated as bushfire prone but is proposed to be developed in a way that introduces a bushfire hazard.</p>	<p>SPP 3.7 will impact upon land use and development within designated bushfire prone areas, which are associated with the vegetation along the Swan River Foreshore and the native vegetation along the northern extent of the Lake Claremont precinct. Changes in land use or development intensity within these areas will require justification against SPP 3.7.</p> <p>These areas are highlighted in the Strategy and an action to review the permissibility of sensitive land uses in these areas is proposed.</p>
<p>Draft State Planning Policy 4.2 - Activity Centres (SPP 4.2) (August 2020)</p>	<p>Draft SPP 4.2 and its Guidelines applies to the preparation and assessment of the relevant components of planning instruments that relate to activity centres within the Metropolitan (Perth), Peel and Greater Bunbury Region Scheme areas. Draft SPP 4.2 seeks to provide a consistent approach for the planning and development of a hierarchy and network of activity centres that meets community needs, and provides economic and environmental benefits, enables the distribution of a broad range of goods and services, and facilitates retail, commercial and mixed used developments.</p> <p>The policy identifies that a needs analysis should be prepared as part of the background analysis step of preparing a local planning strategy. The analysis (Needs Assessment) provides an information base to support decision-making by including an assessment of projected retail, commercial and entertainment land use needs of communities in a local government area and its surrounds.</p> <p>Draft SPP 4.2 encourages the preparation of precinct structure plans for strategic, secondary, district and specialised activity centres. Neighbourhood and local activity centres may require either a precinct structure plan or local development plan, at the discretion of the decision-maker.</p>	<p>The Claremont Town Centre is identified as a Secondary Centre under draft SPP 4.2, being a multipurpose centre that provides a diversity of uses including services, facilities and employment opportunities. They perform an important role in the regional economy, and provide essential services to their catchment. Draft SPP 4.2 sets a residential density target of 40+ dwellings per gross urban zoned hectare within an 800m walkable catchment of the Claremont Town Centre. SPP 4.2 requires a precinct structure plan to be prepared for Secondary Centres, which is occurring concurrently with the preparation of the Strategy. It is recommended the Claremont PSP is endorsed by the WAPC prior to any major development being approved within the Town Centre to ensure the development of the centre is integrated, cohesive and accessible.</p>

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
<p>State Planning Policy 5.2 - Telecommunications Infrastructure (SPP 5.2) (September 2015)</p>	<p>SPP 5.2 recognises telecommunications infrastructure as an essential service and aims to balance the need for this infrastructure and the community interest in protecting the visual character of local areas. The policy aims to provide clear guidance pertaining to the siting, location and design of telecommunications infrastructure and sets out specific exemptions for where the policy requirements do not apply.</p> <p>Decision-makers should ensure that telecommunications infrastructure services are located where it will facilitate continuous network coverage and/or improved telecommunications services to the community whilst not comprising environmental, cultural heritage, social and visual landscape values.</p>	<p>The implications of SPP 5.2 are limited to consideration of future infrastructure requirements as the population grows.</p>
<p>State Planning Policy 5.4 - Road and Rail Noise (September 2019)</p>	<p>SPP 5.4 provides guidance for the performance-based approach for managing and mitigating transport noise associated with road and rail operations.</p> <p>This policy applies where noise sensitive land uses are located within a specified distance of a transport corridor, new or major road or rail upgrades are proposed or where works propose an increase in rail capacity resulting in increased noise. The policy also sets out specific exemptions for where the policy requirements do not apply.</p> <p>SPP 5.4 supports noise impacts being addressed as early as possible in the planning process to avoid land use conflict and achieve better land use planning outcomes. Considerations for decision-makers include ensuring that the community is protected from unreasonable levels of transport noise, whilst also ensuring the future operations of transport corridors.</p> <p>SPP 5.2 is supplemented by the Road and Rail Noise Guidelines.</p>	<p>Development adjacent or in close proximity to the Perth-Fremantle passenger rail network and major traffic routes (e.g. Stirling Highway, West Coast Highway) will need to be appropriately sited and designed to achieve acceptable noise impacts. Such considerations are required to be addressed through individual subdivision/development proposals.</p>
<p>State Planning Policy 7.0 - Design of the Built Environment (SPP 7.0) (May 2019)</p>	<p>SPP 7.0 is a broad sector policy relevant to all local governments. The policy sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals through the planning system. It is intended to apply to activity precinct plans, structure plans, local development plans, subdivision, development and public works.</p> <p>The policy contains 10 design principles which set out specific considerations for decision-makers when considering the above proposals. These include, context and character, landscape quality, built form and scale, functionality and build quality, sustainability; amenity, legibility, safety, community and aesthetics. The policy also encourages early and on-going discussion of design quality matters and the use of design review.</p> <p>These principles should be considered in conjunction with the range of supporting State Planning Policies that provide design quality guidance for specific types of planning and development proposals.</p>	<p>The Strategy recognises that the ten principles of SPP 7.0 will underpin the Town of Claremont's approach to the design assessment of built form and integrated into the reviewed Scheme and planning policies.</p>



State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 7.2 - Precinct Design (SPP 7.2) (February 2021)	<p>SPP 7.2 provides guidance for precinct planning with the intent of achieving good planning and design outcomes for precincts within Western Australia. The policy recognises that there is a need to plan for a broader range of precinct-based contexts and conditions to achieve a balance between greenfield and infill development. Objectives of the policy include ensuring that precinct planning and design processes deliver good-quality built environment outcomes that provide social, economic and environmental benefit to those who use them.</p> <p>Precinct types include activity centres, station precincts, urban corridors, residential infill and heritage precincts. These areas are recognised as requiring a high-level of planning and design focus in accordance with a series of precinct outcome considerations as outlined in the policy. The policy also encourages the use of design review.</p>	<p>SPP 7.2 guides the preparation and evaluation of planning proposals for areas that require a high level of planning and design focus due to their complexity. The Claremont Town Centre is identified as an area which requires further detailed planning through the preparation of a precinct plan, which is occurring concurrently with the preparation of the Strategy.</p>
State Planning Policy 7.3 - Residential Design Codes Volumes 1 (July 2021) and 2 (May 2019) (SPP 7.3)	<p>SPP 7.3 – Residential Design Codes Volume 1 and 2 provides the basis for the control of residential development throughout Western Australia for single houses, grouped dwellings and multiple dwellings. The purpose of the policy is to address emerging design trends, promote sustainability, improve clarity and highlight assessment pathways to facilitate better outcomes for residents. They are also used for the assessment of residential subdivision proposals.</p> <p>The policy outlines various objectives for residential development, planning governance and development process and sets out information and consultation requirements for development proposals. The policy also makes provision for aspects of specified design elements to be varied through the local planning framework.</p>	<p>The R-Codes currently apply to the majority of the Town’s residential and mixed use areas and will continue to apply to ensure a high level of design quality in future residential development is achieved.</p>

## 2.3 Regional Planning Context

The WAPC prepares various regional planning instruments to guide land use and development at the regional and sub-regional level, including:

- Regional Planning Schemes
- Regional and Sub-regional planning strategies and structure plans

Regional planning instruments considered to be specifically relevant to the Town are outlined and described in **Table 3**.

**Table 3: Regional planning instrument overview and Strategy implications and responses**

Regional Planning Instrument	Regional Planning Instrument Overview	Local Planning Strategy Implications and Responses
<b>Regional Planning Schemes</b>		
Metropolitan Region Scheme	<p>The Metropolitan Region Scheme (MRS) outlines objectives for regional development and provides a statutory mechanism to assist strategic planning, by setting out broad land-use zones, setting aside areas for regional open space, protection of environmental values and other regional infrastructure purposes, and assisting in coordinating the provision of major infrastructure. Local government planning (including local planning schemes) is required to be consistent with the broad land uses under the MRS.</p>	<p>The land use direction in the Strategy aligns with the applicable MRS zones and reserves.</p>
<b>Regional and Sub-Regional Strategies</b>		
Perth and Peel @ 3.5 million (March 2018)	<p>The Perth and Peel@3.5million suite of strategic land use and infrastructure plans, including four Sub-regional Planning Frameworks (north-west, north-east, central and south metropolitan peel), seek to guide the future growth of the Perth and Peel regions as a compact, consolidated and connected city that can accommodate a population of 3.5 million by 2050.</p> <p>The four Perth and Peel@3.5million frameworks seek to balance the social, economic and environmental factors that underpin new communities and sustain existing ones through clear land use and infrastructure guidance.</p>	<p>The Strategy aligns with the dwelling targets provided for in Perth and Peel @ 3.5 million, as outlined in the preceding sections of this document.</p> <p>The Strategy identifies a forecast population of 14,600 by 2041 (an increase of 3,970 people from 2016), and potential to accommodate between 2,625 and 3,375 dwellings over the next 20-30 years.</p> <p>The Strategy includes urban consolidation principles similar to those set out in the State-level Strategy to guide future intensification of development in appropriate locations within the Town.</p>
Central Sub-Regional Framework (March 2018)	<p>The Central Sub-regional Planning Framework (the Framework) provides high level guidance for the growth of the Central sub-region of the Perth Metropolitan Area, and forms part of the Perth and Peel @ 3.5 Million suite of strategic land use and infrastructure plans.</p> <p>The Central Framework provides high-level guidance regarding where new homes and jobs will be located, how to make best use of existing and proposed infrastructure and how best to protect the natural environment to allow sustainable growth within the Central sub-region.</p>	<p>In line with the Central Sub-Regional Planning Framework, the Strategy seeks to facilitate increased residential development with diverse housing options, and create new opportunities for additional dwelling capacity within centres and surrounding transport corridors/stations, noting that the Town has already achieved its 2050 residential dwelling growth target of 1,300 new dwellings.</p> <p>The Strategy identifies that the Town can accommodate between 2,625 and 3,375 additional dwellings over the next 20-30 years, which will accommodate the forecast population of 14,600 by 2041. In particular, the working age population between the ages of 18-59 is expected to increase substantially. The Strategy, and more specifically the Claremont Town Centre PSP, identifies the need to ensure the design, operation and goods/services offered within the Town are reflective of the core needs of the community as a base residential population, as well as considering the future population and attraction of other groups for employment and leisure.</p>

## 2.4 Operational Policies

Operational policies guide decision-making in relation to subdivision and development applications. Those operational policies considered relevant to the Town’s Strategy are listed and described in **Table 4**.

**Table 4: Operational policies**

Policy	Policy Overview	Local Planning Strategy Implications and Responses
Development Control Policy 1.5 (DC 1.5) Bicycle Planning (July 1998)	The aim of this policy is to plan for the safe and convenient movement of cyclists. It addresses the development of cycling networks, facilities in new subdivisions, and bicycle and end of trip facilities.	While the Town’s planning framework already responds to DC 1.5, the Strategy proposes a review of the requirements for bicycle parking and end-of-trip facilities that apply to new development.
Development Control Policy 1.6 (DC 1.6) Planning to Support Transit Use and Transit Oriented Development (January 2006)	This policy seeks to maximise the benefits to the community of an effective and widely-used public transit system by promoting planning and development outcomes that will support public transport use and achieve more effective integration of land use and public transport infrastructure.	The Strategy aligns with the principles of DC 1.6 and will further promote transit-oriented development in Claremont with optimal use of land and development intensity around the Loch Street, Claremont and Swanbourne train stations, as well as along the Stirling Highway activity corridor.
Development Control Policy 1.7 (DC 1.7) General Road Planning (June 1998)	This policy establishes the requirements for land contributions and the construction of various categories of roads. It also outlines principles that apply to aspects of the planning and provision of all types of roads and clarifies the role of roads as service corridors for public utilities.	The Strategy is consistent with the functional road classification set out in this policy.



## 2.5 Position Statement and Guidelines

Position statements are prepared by the WAPC to set out its policy position or advice on a particular planning practice or matter. Guidelines provide detailed guidance on the application of WAPC policies. Those WAPC position statements or guidelines considered relevant are included in **Table 5**.

**Table 5: Position statements and guidelines**

Position Statement/ Guidelines	Overview	Local Planning Strategy Implications and Responses
Residential Accommodation for Ageing Persons (December 2020)	<p>This Position Statement has been prepared by the WAPC to outline the requirements to support the provision of residential accommodation for ageing persons within Western Australia’s local government planning framework. The position statement seeks to achieve consistent strategic planning consideration of residential accommodation needs for ageing persons in local planning strategies and consistent statutory planning guidance to standardise land-use definitions and zoning permissibility for residential accommodation for ageing persons in local planning schemes.</p>	<p>The Strategy recognises the need to develop a strategy for services, facilities and accommodation for the Town’s ageing population. Appropriate statutory planning guidance will need to be considered in the Town’s review of its Scheme.</p>
Container Deposit Scheme Infrastructure (September 2020)	<p>The position statement has been prepared by the WAPC to outline how container deposit scheme (CDS) infrastructure should be considered and assessed in the Western Australian planning system. The position statement seeks to ensure:</p> <ul style="list-style-type: none"> <li>• A coordinated approach to the provision of CDS infrastructure throughout WA</li> <li>• That appropriate locations are chosen for the installation of CDS infrastructure</li> <li>• The timely roll-out of infrastructure in support of the scheme’s establishment and ongoing operational needs</li> <li>• Minimum development requirements are established to exempt certain CDS infrastructure from requiring planning approval, for adoption by local governments.</li> </ul>	<p>There is one existing container deposit bag drop facility within the Town at the Claremont Showgrounds.</p> <p>It is recommended the policy measures of the CDS position statement be integrated into the Town’s new Scheme and local planning policies to enable such facilities to easily establish in the area.</p>
Expenditure of Cash-in-lieu of Public Open Space (October 2020)	<p>This position statement has been prepared by the WAPC to ensure that the cash-in-lieu for open space is expended in accordance with the requirements of the <i>Planning and Development Act 2005</i>. The position statement provides guidance on the requirements for the use of cash-in-lieu funds for public open space (POS) and encourages the use of cash-in-lieu funds for the provision and betterment of open spaces for the community.</p>	<p>Any future Scheme or Local Planning Policy provisions relating to the expenditure of cash-in-lieu of POS must be consistent with the guidance provided in the WAPC’s position statement.</p>

Position Statement/ Guidelines	Overview	Local Planning Strategy Implications and Responses
Housing on lots less than 100m <sup>2</sup> (June 2019)	This position statement has been prepared by the WAPC to outline the interim guidance for subdivision and house design on lots less than 100m <sup>2</sup> , proposed on land where a structure plan is required to ensure consistent application and implementation throughout Western Australia. The position statement provides criteria and guidance for the consideration and determination of integrated subdivision of housing on lots less than 100m <sup>2</sup> including location, siting and configuration.	The Strategy recognises the need to provide a diverse range of housing types within the Town to accommodate a mix of household structures and demographics. Housing growth has been appropriately located within close proximity to activity centres and key public transport nodes / corridors consistent with WAPC policy.
SPP7.3 R-Codes Vol.2 relationship to pre-existing local planning framework (May 2019)	This position statement has been prepared by the WAPC to assist stakeholders understand the relationship between State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (R-Codes Vol.2) and the local planning framework. The position statement seeks to clarify the relationship of the R-Codes Vol.2 to the local planning framework and communicate the position of the WAPC regarding pre-existing local planning frameworks.	Consistency with SPP 7.3 and the relevant position statement must be reflected in the Town's review and preparation of its local planning policies, local development plans and structure plans.
Planning in bushfire prone areas - demonstrating element  1: Location and Element 2: Siting and design (November 2019)	This position statement has been prepared by the WAPC to provide clarity and guidance for planning proposals in an area with a bushfire hazard level (BHL) of extreme and/or where the lot(s) is impacted with a bushfire attack level (BAL) rating of BAL-40 or BAL-Flame Zone (BAL-FZ). This position statement seeks to improve understanding and promote informed decision-making when considering application of Element 1 and Element 2 of the bushfire protection criteria within the Guidelines.	A number of properties north of Lake Claremont and the Swan River foreshore are identified as being within Bushfire Prone Areas by the Department of Fire and Emergency Services mapping. The Strategy recognises the need to address the bushfire position statement to achieve an acceptable level of bushfire risk at properties.
Acid Sulfate soils planning guidelines (April 2009)	The planning guidelines outline matters to be addressed at various stages of the planning process to ensure the subdivision and development of land containing acid sulfate soils avoids potential adverse effects on the natural and built environment.	Lake Claremont and the immediate surrounds is identified as an area of high to moderate acid sulfate soil risk. The Strategy recognises the need to mitigate the impacts of acid sulfate soils in accordance with the planning guidelines.  This may be significant in the development of basement parking areas for apartment development contemplated as the key new development form to address future residential growth.





Image: Claremont on the Park

### 3.0 LOCAL PLANNING CONTEXT

The Local Planning Strategy is guided by the Town’s Strategic Community Plan and is intended to provide comprehensive guidance to the preparation of the Town’s planning framework, which will include the following:

- Preparation/finalisation of subsequent detailed strategic planning for critical elements, including (but not limited to) economic development, movement networks, open space and community infrastructure, heritage, character, and sustainability;
- Precinct structure plans and more detailed neighbourhood and local centre planning for activity centres, nodes and corridors;
- A review of the statutory controls in place under Local Planning Scheme No. 3 to reflect the strategic vision and the latest model scheme provisions of the *Planning and Development (Local Planning Scheme) Regulations 2015*; and
- A review of local planning policies and design guidelines which provide detailed guidance for land use, built form and site design.

The proposed structure of the Town’s planning framework is outlined in **Figure 2**.



Figure 2: Town of Claremont Planning Framework



### 3.1 Strategic Community Plan

The Town’s Strategic Community Plan was adopted on 6 July 2021. Key themes and outcomes which are relevant to the Local Planning Strategy are outlined in **Table 6**.

**Table 6: Strategic Community Plan themes**

Themes	Outcomes	Local Planning Strategy Implications and Responses
Leadership and Governance	Our stakeholders are well informed and we provide opportunities for community engagement	Extensive community and stakeholder engagement occurred prior to the preparation of this LPS Report, and formal community engagement in accordance with the requirements of the <i>Planning and Development Act 2005</i> will ensure the final document reflects community feedback and expectations.
	Demonstrate a high standard of governance, accountability and strategic planning	The Local Planning Strategy provides detailed strategic direction for the Town from a planning perspective, with identified actions which will demonstrate accountability in the Town’s leadership.
Liveability	Promote and support initiatives that improve traffic flow	The Strategy recommends specific work be undertaken with respect to traffic and transport infrastructure to improve traffic flow and encourage more sustainable transport use.
	Provide clean, usable, attractive and accessible streetscapes and public spaces	To be facilitated through future development within the Town, and particularly through the preservation of existing right of ways which are identified as contributing to high amenity streetscapes.
	Balance the Town’s historical character with complementary, well designed development	Reflected as part of the Strategy’s overall vision, the identification of seven distinct planning areas, and recommendations to review the Town’s statutory planning framework relating to the protection of heritage properties and areas.
	Develop the public realm as gathering spaces for participation, prosperity and enjoyment	The supporting Public Open Space and Community Facilities Strategy identifies infrastructure provided by the Town and/or in partnership with other agencies. It acknowledges that projected growth is unlikely to generate demand for significant additional community infrastructure, but rather lead to renewals, major refurbishments or redevelopment of existing facilities to meet local and changing needs.
Effectively manage and enhance the Town’s community facilities in response to a growing community		
People	Support local safety and crime prevention	Safety is identified as one of the ten Design Principles of SPP 7.0, with the Strategy recommending these principles be integrated into the reviewed Scheme and planning policies.
	Take a leadership in the community in environmental sustainability	The Strategy identifies the importance of sustainably managing the Town’s natural assets and maintaining their environmental integrity, and ensuring that fringe development is appropriately planned to minimise land use conflict with key natural assets.
Environmental Sustainability	Protect and conserve the natural flora and fauna of Lake Claremont and the Foreshore	
Local Prosperity	Plan for the development of attractive and thriving activity nodes to support small local business	The Strategy recognises the need to provide flexibility in land use planning and development to accommodate land use change and mixture that encourages business and employment within the Town’s activity centres, station precincts and urban corridors over time.
	Raise the profile of the Claremont Town Centre as a visitor destination	Whilst addressed at a high level through the Strategy, the PSP provides a comprehensive planning framework for the Town Centre.



### 3.2 Previous Local Planning Strategy(s)

Prior to the WAPC's endorsement of this document, the local planning strategy for the Town was the Town of Claremont *Local Planning Strategy - Clearly Claremont* (2010-2025).

Key changes from the former Local Planning Strategy include:

- Updates which are in line with current and contemporary planning frameworks and outcomes;
- Strategies and outcomes which align with contemporary, high-level strategic documents;
- A detailed analysis of the current planning issues and opportunities relating to four key themes, being community, urban growth and settlement, economy and employment, environment, and infrastructure; and
- A focus on seven distinct planning areas within the Town, identifying the long-term planning directions for these Planning Areas and the rationale for zonings and classifications of land under the local planning scheme.

### 3.3 Local Planning Scheme

*Local Planning Scheme No.3*(LPS 3) was gazetted in June 1999 and is the primary document for controlling land use and development within the Town. LPS 3 is to be reviewed to align with the Local Planning Strategy, and to reflect the extent of current Metropolitan Region Scheme (MRS) reserves.

### 3.4 Local Planning Policies

Local planning policies can be prepared by the Town in accordance with Division 2 of Schedule 2 of the *Planning and Development (Local Planning Scheme) Regulations 2015* in respect of a particular class or classes of matters specified in the policy; and may apply to the whole Scheme area or part of the Scheme area. An overview of the Town’s local planning policies and implications for the local planning strategy are provided in **Table 7**.

**Table 7: Local Planning Policies**

Name of Local Planning Policy	Date of Adoption/ Last Amendment	Purpose of Local Planning Policy	Local Planning Strategy Implications and Responses
Advertising of Development Applications	18/12/2018	To ensure high levels of public consultation are maintained and that the community is informed and, where appropriate, involved in the approval of new developments and land uses under Local Planning Scheme No. 3 which may affect them.	Whilst not identified specifically as a Local Planning Policy, this policy applies only to planning proposals under LPS 3. Given public consultation requirements are addressed under the <i>Planning and Development (Local Planning Scheme) Regulations 2015</i> , it is recommended this policy be regularly reviewed to ensure it reflects the broader statutory framework and community expectations.
LPP 101 - TV Satellite Dishes	18/12/2018	To provide the guiding principles for the installation of TV satellite dishes to minimise the visual effect on the Town’s streetscape.	To be revoked.
LPP 103 - Former Swanbourne Primary School Site Detailed Area Plan	18/12/2018	To provide a Detailed Area Plan for the former Swanbourne Primary School site for the purpose of outlining the provisions and Residential Design Code considerations for developments (DAP dated December 2006).	As these sites have been entirely built-out, it is recommended the outdated LPP’s be revoked upon review of the Scheme and planning policies.
LPP 104 - ‘Lakeway’ Design Guidelines	18/12/2018	To provide the guidelines for development known as the ‘Lakeway’ within the Town of Claremont (Design Guidelines dated August 2009).	
LPP 117 - Front Fences	18/12/2018	To outline the principles for owners and developers to consider in a front fence design, whilst detailing the approval requirements in relation to erecting a front fence on properties within the Town.	To be revoked, with any relevant provisions incorporated into a new consolidated Residential Design Policy.

Name of Local Planning Policy	Date of Adoption/ Last Amendment	Purpose of Local Planning Policy	Local Planning Strategy Implications and Responses
LPP 119 - Applications to Strata Title Buildings	18/12/2018	To outline the guidelines for Applications to Strata Title Buildings.	To be reviewed as part of the LPP review.
LPP 120 - Minimum Standards of Residential Buildings for Approval of Issue of Strata Plan Title	18/12/2018	To promote the issue of strata title developments which in Council's view are of sufficient standard; To provide a sound basis for opposing the issue of strata title to developments which Council considers not being of sufficient standard; and To provide a guide to the standard Council deems to be desirable for strata title units.	
LPP 123 - Retention of Residential Character	18/12/2018	Addresses requirements for two storey residential development within single storey residential streetscape.	To be regularly reviewed to ensure it reflects desired outcomes within character areas.
LPP 124 - Retention of Heritage Property and Assets	18/12/2018	To ensure that the heritage places, areas and precincts that contribute to the cultural heritage significance of the Town are retained and that, where adaptations or additions are necessary to ensure their ongoing sustainability, development does not reduce the heritage value of the heritage places, areas or precincts.	To be regularly reviewed to ensure it reflects desired outcomes within character areas.
LPP 127 - Bicycle Parking and Facilities	18/12/2018	To guide Council on requirements for bicycle parking bays and end-of-trip facilities to assist in the satisfaction of concessions for parking provision under Local Planning Scheme No. 3 for non-residential development (excluding private junior, middle and senior schools) and encourage sustainable transport initiatives through the provision of facilities to encourage the use of bicycles for all types of journeys.	Undertake review subject to preparation of a Parking Strategy following the current state review of parking standards applicable to centres and suburban locations.
LPP 128 - NEP Design Guidelines	18/12/2018	To encourage high quality architectural expression, form and consistency throughout the Claremont North East Precinct (NEP), as well as set out the primary design principles, objectives and requirements for all new development. The policy guides development requirements detailed in the Claremont NEP Design Guidelines and Detailed Area Plans.	To be reviewed upon review of the Scheme and planning policies.
LPP 129 - Residential Amenity	18/12/2018	Prepared in response to community concerns regarding the incompatibility of some new dwellings, and additions to existing dwellings, with existing residential development. The community believes that some aspects of residential development are not suitable addressed by the Residential Design Codes and may result in unreasonable amenity impacts.	To be reviewed upon review of the Scheme and planning policies.
LPP 201 - Licensed Premises within the Town of Claremont	18/12/2018	To guide decision making with respect to the location and operation of premises licensed by the WA Department of Racing, Gaming and Liquor (the Department) to sell alcohol to members of the public in the Town of Claremont.	To be reviewed as part of the LPP review.

Name of Local Planning Policy	Date of Adoption/ Last Amendment	Purpose of Local Planning Policy	Local Planning Strategy Implications and Responses
LPP 202 - Town Centre Zone Signage	18/12/2018	Sets out the requirements of the Town of Claremont for all signs with the exception of those outlined in 5.4.2, within the Town Centre Zone including the erection and management of signs fixed on or adjacent to private buildings viewable from the public domain and signs located in the public domain.	To be reviewed by the Town along with the Town's Signage local laws.
LPP 205 - Public Parking	18/12/2018	To guide Council on the application of costs associated with the satisfaction of car parking provisions of Local Planning Scheme No. 3 relative to non-residential development, with particular emphasis on cash-in-lieu requirements under the Scheme for car parking.	To be reviewed in conjunction with LPP 127 subject to preparation of a Parking Strategy following the current state review of parking standards applicable to centres and suburban locations.
LPP 206 - Child Care Centres	18/06/2019	To guide Council on requirements relating to the location, site characteristics, environmental suitability, design, traffic, access, noise and health impacts and safety issues relating to and when considering applications for Development Approval for Child Care Centres.	To be reviewed as part of the LPP review.

### 3.5 Structure Plans

Structure plans (including standard structure plans and precinct structure plans) can be prepared in accordance with Division 2 of Schedule 2 of the *Planning and Development (Local Planning Scheme) Regulations 2015* for land within the Scheme area to provide the basis for zoning and subdivision of land.

Precinct structure plans can also be used to inform built form outcomes and the design of public open spaces. An overview of the structure plans within the Town, and implications for the local planning strategy are provided in **Table 8**.

**Table 8: Structure Plans**

Name of Structure Plan	Date of WAPC Approval/Last Amendment	Purpose of Structure Plan	Mapping Reference	Local Planning Strategy Implications and Responses
North East Precinct Structure Plan (Claremont Oval)	Approval August 2010 Addendum October 2014	To guide the development of the Claremont North East Precinct surrounding the Claremont Football Oval, in close proximity to the Claremont Train Station, for mixed use and residential purposes. It provides for the redevelopment of underutilised landholdings to facilitate a transit oriented development.  The NEP Structure Plan Addendum includes a summary of variations to the original Structure Plan when approving the Detailed Area Plans and Design Guidelines for the development.	Figure 3	Planning framework to be reviewed as and when required.



Name of Structure Plan	Date of WAPC Approval/Last Amendment	Purpose of Structure Plan	Mapping Reference	Local Planning Strategy Implications and Responses
Loch Street Station Precinct Structure Plan	Following progression of the Local Planning Strategy and progression to prepare a new Local Planning Scheme, it is preferred to incorporate the Loch Street Station Precinct Structure Plan into the new Local Planning Scheme	<p>To facilitate potential additional residential development of the land within approximately 400 metres of the Loch Street railway station within the Town’s boundaries. The Structure Plan is intended to:</p> <ul style="list-style-type: none"> <li>• Identify land development opportunities and constraints for higher density development;</li> <li>• Identify existing key potential sites for development that are of significance together with land that may have potential for future consolidation and redevelopment;</li> <li>• Present models of how development could best be accommodated for varying lot parcels; and</li> <li>• Demonstrate how the proposed density development concept could be implemented through the Town’s local planning tools and mechanisms.</li> </ul>	Figure 4	Consistent with the Structure Plan, the Strategy recommends increasing residential densities and providing a mix of housing typologies in close proximity to train stations, including Loch Street station as one of the seven planning areas.
Claremont Town Centre Precinct Structure Plan	Approval 24 September 2024	<p>The PSP seeks to facilitate the redevelopment of the Claremont Town Centre Precinct in a way that:</p> <ul style="list-style-type: none"> <li>• Maintains and enhances the unique character of the Claremont Town Centre, and ensures precinct is respected, retained, enhanced and celebrated;</li> <li>• Delivers an optimal Transit Oriented Development (TOD) and Activity Centre outcome for the centre in response to its excellent access to high frequency public transport, particularly via the Perth to Fremantle Railway Line and Stirling Highway activity corridor;</li> <li>• Responds sensitively to residential interface amenity, both for existing residents within the town centre and where new development abuts established suburban residential development that frames the core of the town centre;</li> <li>• Defines appropriate building envelopes and key development criteria to guide redevelopment of private property;</li> <li>• Identifies the location and type of key public spaces to provide a high level of amenity for current and future residents and visitors; and</li> <li>• Facilitates improved connectivity, safety and a high level of activity within the movement network and broader public realm.</li> </ul>	Figure 5	The Claremont Town Centre PSP has been prepared concurrently with the Strategy. The documents are consistent in encouraging the redevelopment of the Town Centre through additional residential development with a mix of non-residential uses to create a vibrant centre which maintains its unique local identity.

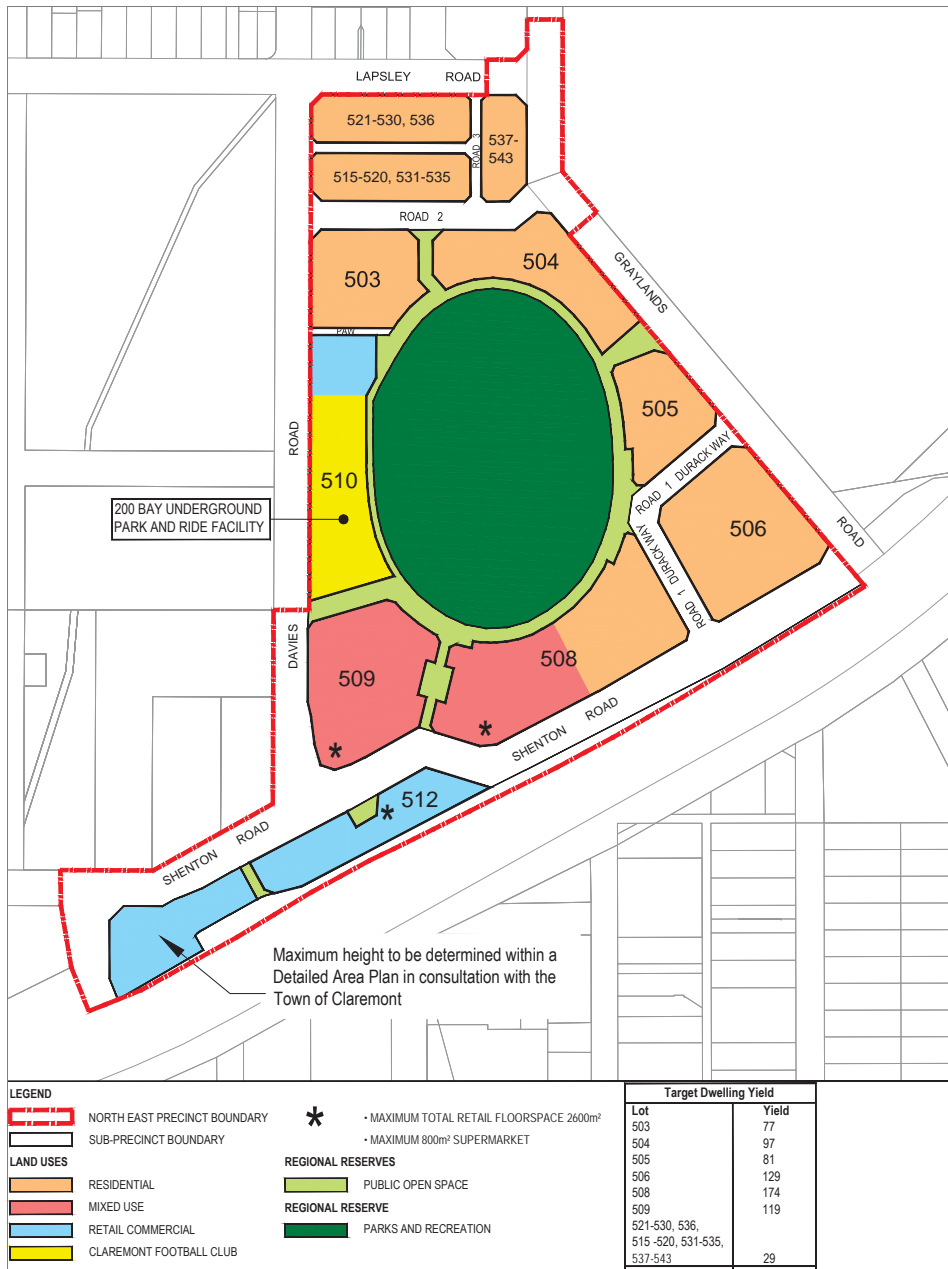


Figure 3: North East Precinct Structure Plan



Figure 4: Advertised Loch Street Station Precinct Structure Plan - Subject to further review by the Town following consideration of the WAPC Statutory Planning Committee (SPC).

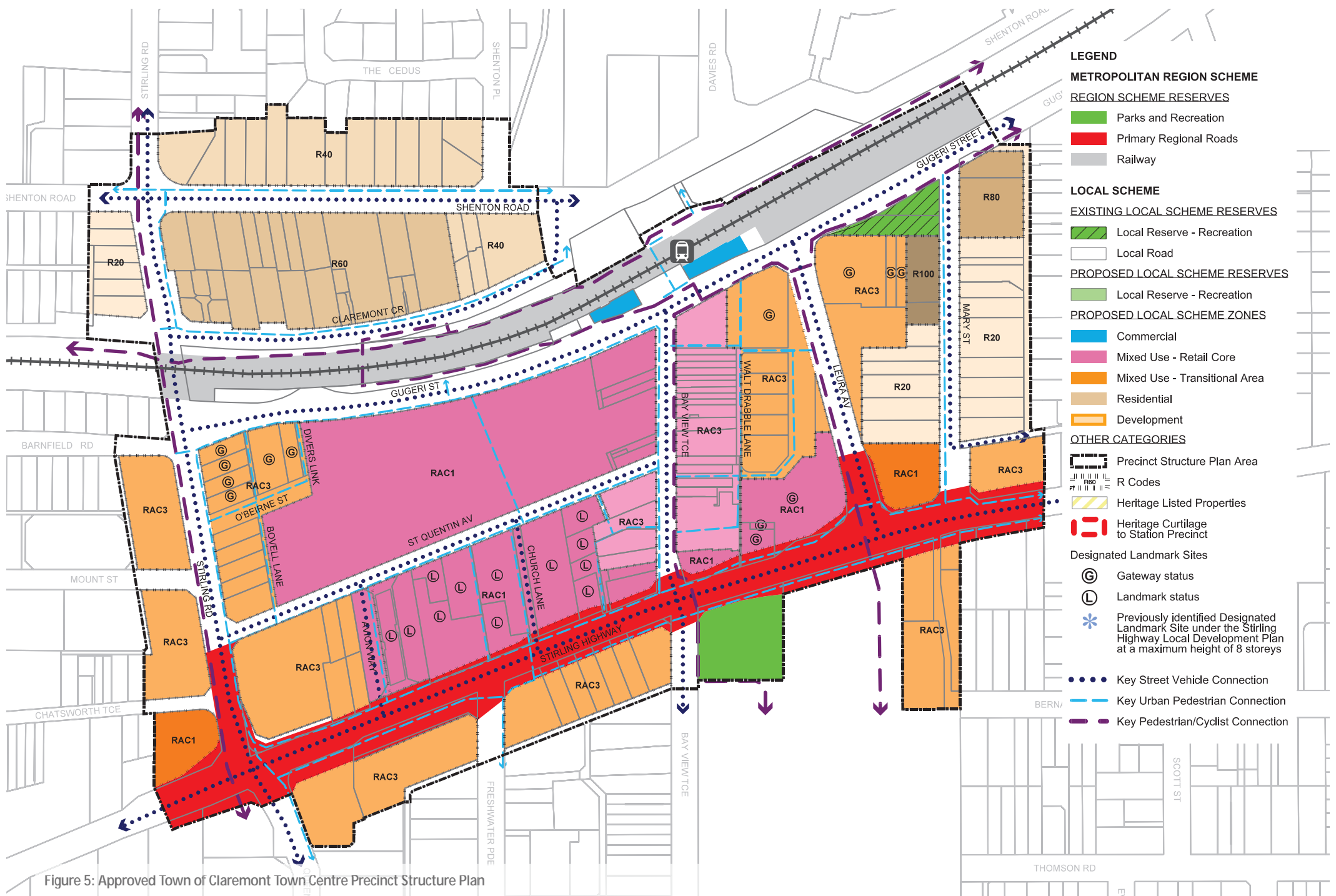


Figure 5: Approved Town of Claremont Town Centre Precinct Structure Plan

### 3.6 Local Development Plans

Local development plans can be prepared in accordance with Division 2 of Schedule 2 of the *Planning and Development (Local Planning Scheme) Regulations 2015* for land within the Scheme area to provide guidance for future development in relation to site and development standards and any exemptions from the requirement to obtain development approval. An overview of the local development plans within the Town, and implications for the local planning strategy are provided in **Table 9**.

**Table 9: Local Development Plans**

Name of Local Development Plan	Date of Approval/ Last Amendment	Purpose of Local Development Plan	Local Planning Strategy Implications and Responses
Stirling Highway Local Development Plan	July 2020	<p>To guide future Local Planning Scheme No. 3 amendments along Stirling Highway. The “Staged Model” approach will preserve the long term planning options for the Town achieving State government driven housing density targets well into the next century.</p> <p>To support and progress drafting of a Local Planning Scheme Amendment to reflect MRS Amendment No. 1210/41 with suitable commercial and residential zoning and density coding along Stirling Highway</p> <p>Provide a set of draft statutory and policy planning tools to control redevelopment, reduce amenity impacts, take into account topographical variances with adjoining land and protect local heritage sites and amenities of lower density surrounding areas along Stirling Highway</p>	The model adopted under the LPS is the Staged model, which provides for the density coding applied to the Western Residential Precinct to be increased to R80 (or higher at some future date, dependent on future LPS proposals).
St Louis Estate Local Development Plan	20 March 2018	To set out the acceptable variations to the R-Codes as they relate to residential development within the St Louis Estate in Claremont.	Retain the LDP and review its provisions to ensure currency with the latest R-Codes standards.
Gugeri and Loch Street, Claremont	4 December 2012	To guide development of Lots 4, 22 and 25 Gugeri Street, Lot 26 College Road and Lot 20 Loch Street to achieve high quality residential development.	The LDP (which is termed a Detailed Area Plan in this instance) is likely to be reviewed by proponent to better reflect the current planning framework.

### 3.7 Other Relevant Strategies, Plans and Policies

A number of documents sit outside the Town of Claremont’s planning authority but apply to or influence land within Claremont and are relevant to the Local Planning Strategy. An overview of these documents is provided in **Table 10**.

**Table 10: Other relevant strategies, plans and policies**

Name of strategy, plan, policy	Date approved/ finalised	Purpose	Local Planning Strategy Implications and Responses
Western Australian Climate Policy	November 2020	<p>The Western Australian Climate Policy sets out the State Government’s plan for a climate-resilient community and a prosperous low-carbon future. The policy underscores a commitment to adapting to climate change and working with all sectors of the economy to achieve net zero greenhouse gas emissions by 2050.</p> <p>The policy sets out the high-level priorities the State Government will implement to support a more climate-resilient community. The approach to climate adaptation recognises exposure to climate impacts, the diversity of the regions and the existing capability to manage and adapt to climate change. The policy outlines actions to guide the response by business, the community, local governments and State Government agencies to develop well-informed, timely and practical adaptation responses.</p>	<p>The Strategy recognises the importance of the changing climate and creating a climate-resilient community. The Strategy promotes the delivery of sustainable built form and the incorporation of green infrastructure or other solutions to mitigate heat increases and take into account future changes in climate for the locality. Such measures are recommended to be addressed through the Town’s local planning policy framework.</p>
<i>Aboriginal Heritage Act 1972</i>	2 October 1972	<p>The <i>Aboriginal Heritage Act 1972</i> provides a framework for the recognition, protection, conservation and preservation of Aboriginal cultural heritage while recognising the fundamental importance of Aboriginal cultural heritage to Aboriginal people.</p>	<p>The Town contains a number of Aboriginal sites registered under the <i>Aboriginal Heritage Act 1972</i>. The conservation and protection of the cultural heritage of the Town is an important consideration, and should be reflected through new development within the Town as required by the Act and associated Regulations.</p>
<p><i>Heritage Act 2018</i> <i>Heritage Regulations 2019</i></p>	<p>18 September 2018 27 June 2019</p>	<p>The <i>Heritage Act 2018</i> recognises the importance of, and promotes understanding and appreciation of, Western Australia’s cultural heritage. It provides for the identification and documentation of places of cultural heritage significance and for the conservation, use, development and adaptation of such places. The Act refers to ‘regulations’ or ‘prescribed matters’ in several areas, with these defined under accompanying <i>Heritage Act Regulations 2019</i>, that are issued to ensure that the Act can function properly.</p>	<p>The Strategy recognises the Town’s rich cultural heritage and recommends the protection of such areas by identifying appropriate locations for infill development, and through review of the Town’s local planning policies relating to heritage areas and properties.</p>



Name of strategy, plan, policy	Date approved/ finalised	Purpose	Local Planning Strategy Implications and Responses
Signs Local Law	29 February 2000 (amended 2008)	Local Law guiding signage in the Town.	The Town's Signs Local Law requires review and updating to reflect current signage and advertising practices.
Fencing Local Law	December 2000	Local Laws relating to fencing of all property- in some instances augmenting the <i>Dividing Fences Act</i> .	Fencing local laws are under review to reduce duplication with the Residential Design Codes.
Claremont Showground Management Plan	December 2019	To support and guide the long-term development vision and provide a development management and approval framework for the Claremont Showground.	The Strategy identifies Claremont Showground as a potential future development site. Further detailed planning with the Royal Agricultural Society of WA is required to progress planning for the site in the future.
Lake Claremont Management Plan 2016-2021	March 2017	To protect, enhance and promote the cultural, environmental and recreational values of Lake Claremont and surrounds.	The Strategy recognises the cultural, environmental and recreational values of Lake Claremont and surrounds, and recommends its conservation and restoration as part of the Strategy's environmental planning directions and actions.
Government Sewerage Policy	September 2019	Establishes the WA Government's position on the provision of sewerage services in the State through the planning and development of land.	The Town is compliant with the requirements of the Government Sewerage Policy.
Swanbourne Local Centre Planning Study	October 2018	Investigates the opportunities for expansion, consolidation and retention of the Swanbourne Local Centre, and presents a recommended pathway to achieving a vibrant yet intimate centre serving residents into the future.	Swanbourne Station (including the Swanbourne Local Centre) is an identified planning area under the Strategy. The area is considered an appropriate location for increased development intensity for residential and mixed use purposes, consistent with the findings of the Swanbourne Local Centre Planning Study.
Claremont Showgrounds Management Plan	November 2019	To support and guide the long-term development vision and provide a development management and approval framework for the Claremont Showground.	The Claremont Showground is an identified planning area under the Strategy with the sole purpose of identifying the opportunity for this precinct to be subject to future planning investigations subject to further engagement with the landowners and the community to gauge support for growth and future changes to the local planning framework.

Name of strategy, plan, policy	Date approved/ finalised	Purpose	Local Planning Strategy Implications and Responses
Town of Cottesloe Local Planning Strategy	January 2008	<p>The Town of Cottesloe’s Local Planning Strategy sets out the long-term planning directions for Cottesloe, covering the main aspects and trends influencing the future development of the district over the next 10 to 15 years.</p> <p>Objectives outlined within the Local Planning Strategy are:</p> <ul style="list-style-type: none"> <li>• To protect and enhance the lifestyle of residents and visitors.</li> <li>• To achieve connectivity between east and west Cottesloe.</li> <li>• To enhance beach access and the foreshore.</li> <li>• To manage development pressures.</li> <li>• To maintain infrastructure and council buildings in a sustainable way.</li> <li>• To foster the community’s confidence and support for Council.</li> </ul>	<p>As the Town of Cottesloe’s Local Planning Strategy was developed prior to the adoption of Perth and Peel @ 3.5 Million, it does not identify areas that have been identified for infill development under the Central Sub-Regional Planning Framework of Perth and Peel. This includes planning areas that transition from the Town of Claremont across to the Town of Cottesloe. Planning areas such as the Stirling Highway Urban Corridor, and the Grant Street/Swanbourne Station Precincts will need to be addressed in a future Local Planning Strategy for the Town of Cottesloe, to ensure that proposed changes for these areas complement the direction of the Town of Claremont’s Local Planning Strategy, and align with the broader outcomes for the Perth and Peel @ 3.5 Million Framework.</p>

Name of strategy, plan, policy	Date approved/ finalised	Purpose	Local Planning Strategy Implications and Responses
City of Nedlands Local Planning Strategy	26 September 2017	<p>This Local Planning Strategy sets out the long-term strategic direction for land use and development within the City of Nedlands and has been prepared to reflect the community and Council vision for the future of the City.</p> <p>Specific objectives for the Local Planning Strategy include:</p> <ul style="list-style-type: none"> <li>• Provide strategic direction for land use planning and development to 2030 and beyond as the basis for a Local Planning Scheme,</li> <li>• Provide a high level strategic plan which is consistent with State planning,</li> <li>• Set out the strategic direction for sustainable resource management and development in the context of state planning,</li> <li>• Provide the rationale for the zoning and reservation of land and for the provisions of a Local Planning Scheme relating to development and development control,</li> <li>• Provide a strategic framework for assessment and decision-making in relation to a Local Planning Scheme, scheme amendments, subdivision and development,</li> <li>• Provide the context for coordinated planning and programming of physical and social infrastructure at the local level,</li> <li>• Identify the need for further studies or investigation within the City to address longer-term strategic planning and development issues, and</li> <li>• Provide a flexible and robust framework that can readily adapt to forecasted growth and market trends and changing community expectations as they arise.</li> </ul>	<p>While the City of Nedlands prepared their Local Planning Strategy prior to the adoption of Perth and Peel @ 3.5 Million, the Strategy identifies some of the planning areas that have been identified for infill development. The City of Nedlands Local Planning Strategy proposes the intensification of land use within the Stirling Highway Urban Corridor, which aligns with the intentions of Perth and Peel @ 3.5 Million, as well as the Town of Claremont’s Local Planning Strategy.</p> <p>The City of Nedlands Strategy does not address the Station Precinct within the catchment area between Loch Street and Karrakatta. This will need to be addressed in future planning documentation from the City of Nedlands, to ensure that appropriate development is planned for this area, which aligns with the Perth and Peel @ 3.5 Million framework, as well as this Local Planning Strategy, which has identified the land immediately adjacent to the City Nedlands boundary within the Loch Street Station Precinct as a planning area, providing for an intensification of development around the train station.</p> <p>There is potential to provide transitional density and heights from 6 storeys along Stirling Highway to the height to be adopted at the western boundary of the City of Nedlands where it abuts the Town of Claremont.</p>

## 4.0 LOCAL GOVERNMENT PROFILE

### 4.1 Demographic Profile and Population Forecast

The profile and analysis of the Town of Claremont’s key demographics provides the basis for understanding the issues and opportunities of each of the Strategy’s themes. This knowledge is essential in addressing the potential issues faced by the Town in planning for the future, how these are dealt with through the Strategy and ultimately the Local Planning Scheme.

The demographic profiling for the Town is used to guide the planning for future housing, community infrastructure, open space, service infrastructure, transport and the local economy. Undertaken by .id (informed decisions) consultants in May 2021, an updated and comprehensive demographic profile has been compiled which is specifically relevant to the Town and accounts for a variety of local considerations. The following sections are based on data provided by .id and the Australian Bureau of Statistics Census data.

#### 4.1.1 Demographic Profile

As at 2021, the Town of Claremont had an estimated resident population of 11,216. This represents a 5.5% increase from the 2016 population of 10,631. To gain a greater understanding of the Town’s demographics and distribution of its population, the data produced by .id Consulting is broken down into three ‘small areas’, being Claremont (North), Claremont (South) and Swanbourne (part). A summary of the forecast population growth for each of the small areas is provided in **Table 11**.

**Table 11: Forecast population summary by small areas (Source: .id 2021)**

Area	Population 2022	Population 2041	Population Change
Claremont (North)	2,852	3,529	23.8%
Claremont (South)	6,010	8,363	39.1%
Swanbourne (part)	2,444	2,708	10.8%

Claremont (South) comprises the largest proportion of the Town’s current and future population, and is expected to see the greatest population change to 2041. This area includes both the Town Centre and Stirling Highway activity corridor, which are expected to see an increase in the number of apartments and other higher density dwelling types as development in the area progresses.

Based on demographic data from 2021, the Town of Claremont has a median age of 42 which is higher than both Greater Perth and Western Australia with a median age of 36. The age structure of the Town is older than Greater Perth and Western Australia with a higher proportion of residents in the 10 to 19 and 60+ age brackets and significantly lower proportions of children under 5 and 25 to 44 year-olds. This age structure is reflective of the numerous high schools in the area, and indicates there is a high number of retirees.

Those living in the Town of Claremont tend to be highly educated, with a significantly higher proportion of residents having a highest education level of Bachelor, Graduate Diploma/Certificate or Postgraduate Degree compared to Greater Perth and Western Australia. The area is attractive for those who are highly educated due to its close proximity to the Perth CBD, which provides specialised and high-output employment opportunities. In terms of industry of employment, a large proportion of residents are employed in the fields of education, legal, health, retail and hospitality, which are related to the education level and offering of employment within the Town.

The most common occupations in the Town are Professionals (42.6%) and Managers (19%). This occupational profile is reflected in the median household income, which in 2016 was \$2,073 per week, in comparison to \$1,643 for Greater Perth and \$1,595 for Western Australia, indicating local residents tend to be relatively affluent.

In terms of household composition, the Town has a relatively high proportion of single and two person households compared to Greater Perth and Western Australia, with a relatively low proportion of three person or more households. This reflects the Town’s older demographic. In addition, the Town of Claremont has traditionally been typified by larger, single detached homes, however, in the last decade the most significant new residential opportunities have been apartment dwellings – particularly around the Claremont Oval redevelopment but also as part of development at Claremont Quarter and along Stirling Highway. As a result, the Town of Claremont has a higher proportion

of medium and high density housing (including semi-detached townhouses and flat or apartment dwellings) in comparison to Greater Perth (47% vs. 29%).

The Town of Claremont has a distinctive demography that must be accounted for when undertaking planning for the area. Overall, the Town’s demographic profile indicates its residents are:

- Of an older demographic
- Wealthy
- Highly educated
- Employed in high-output strategic jobs

Claremont’s suburban areas have a unique and highly valued historical character by virtue of the Town’s rich history and early development prior to the 1900’s. The protection of this character is recognised as an important element of the Strategy in guiding and appropriately locating future development in the municipality. Higher density development in the form of apartments and townhouses are encouraged in areas of greater amenity and accessibility, including the Town Centre, Stirling Highway Urban Corridor and surrounding Station Precincts. This allows the Town to accommodate a diverse mix of dwelling types and household compositions as the population continues to grow, whilst protecting the important character suburban areas of Claremont.

A comprehensive understanding of the demographic profile of the municipality as a whole, and its smaller analysis areas, is essential in ensuring the Town can plan for the current and future population, in terms of housing, infrastructure, community facilities, employment, leisure and recreation.

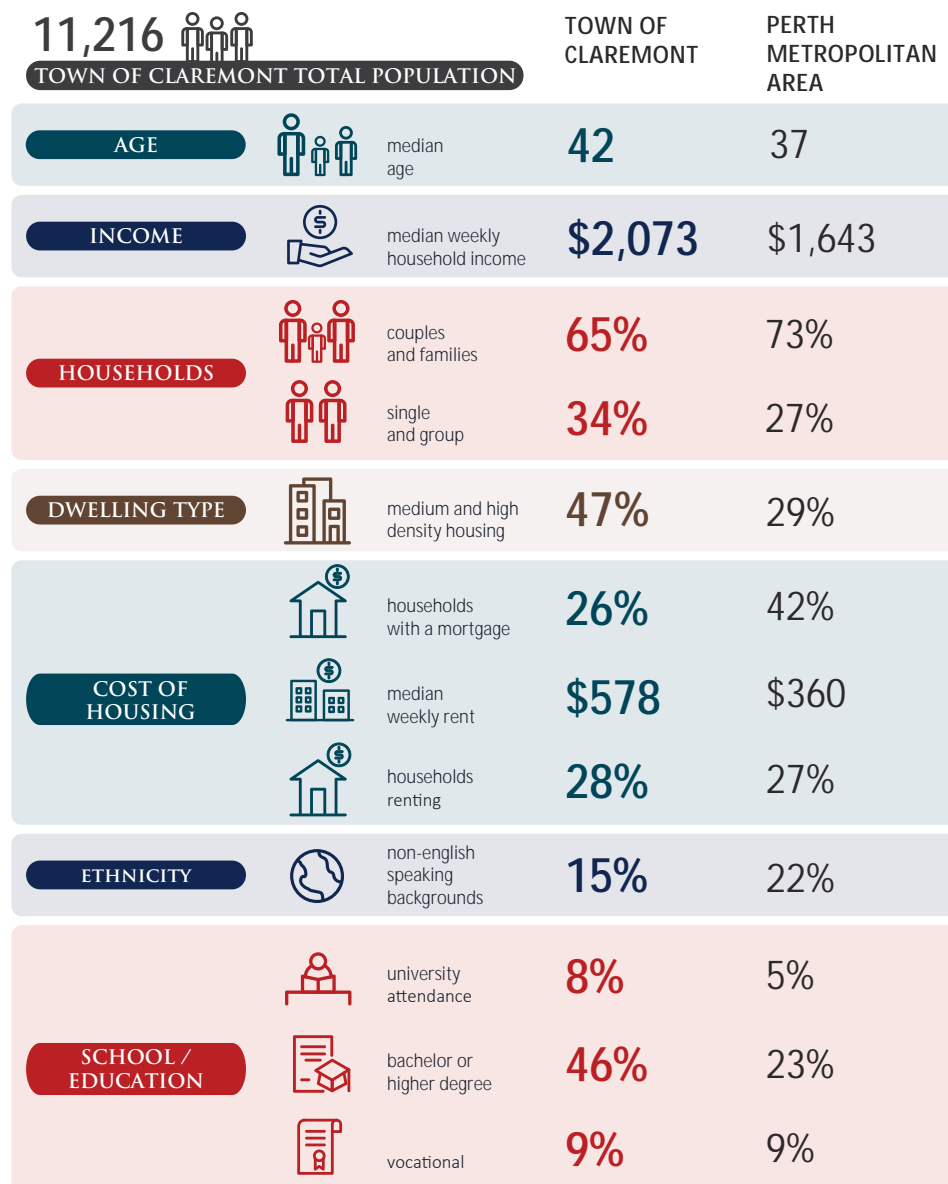


Figure 6: Demographic summary (2021)



### 4.1.2 Population Forecast

Based on the forecasts prepared by .id, the population is predicted to increase to 14,600 residents by 2041, representing an increase of 3,970 people (37.35% growth from 2016 or 30.17% from 2021), at an average annual change of 1.28%. The planning and distribution of this increase in population is a key consideration of the Strategy. **Table 12** summarises the population for the Town and each of its small areas.

The approach used by .id in its population and household forecasts involves an analysis of the current population and household structure to reveal the role and function of the area, and the degree to which the area may be going through some form of demographic transition. Demographic changes such as birth, death and migration rates are applied to the base population. At the same time, scrutiny of urban development drivers is undertaken (residential development opportunities, vacancy rates, etc.). The combination of varied assumptions about these inputs results in the forecast population and households by type. The modelling process used for producing the small-area forecasts is based on a 'bottom-up' approach, with all assumptions being derived from a local perspective.

The components of the model are derived exclusively from housing and demographic assumptions. The drivers of the forecasts are predominantly based on levels of new residential development and demographic assumptions, such as in and out migration rates from the local areas. The diagram in **Figure 7** describes the detail of the modelling process used by .id in its population and household forecasts. The population forecasts are based on a combination of three statistical models. They include a cohort component model, a housing unit model and a household propensity model. Each of the models has a series of inputs, which when linked to the other models gives the forecast outputs utilised in this Strategy.

**Table 12: Forecast population summary (Source: .id 2021)**

Area	Forecast year						Change between 2016 and 2041	
	2016	2021	2026	2031	2036	2041	Total change	Avg. annual change
Town of Claremont	10,631	11,216	12,669	13,417	14,012	14,600	+3,970	+1.28%
Claremont (North)	2,081	2,806	3,291	3,326	3,430	3,529	+1,448	+2.14%
Claremont (South)	6,190	5,973	6,759	7,323	7,853	8,363	+2,173	+1.21%
Swanbourne (Part)	2,359	2,437	2,618	2,767	2,729	2,708	+349	+0.55%

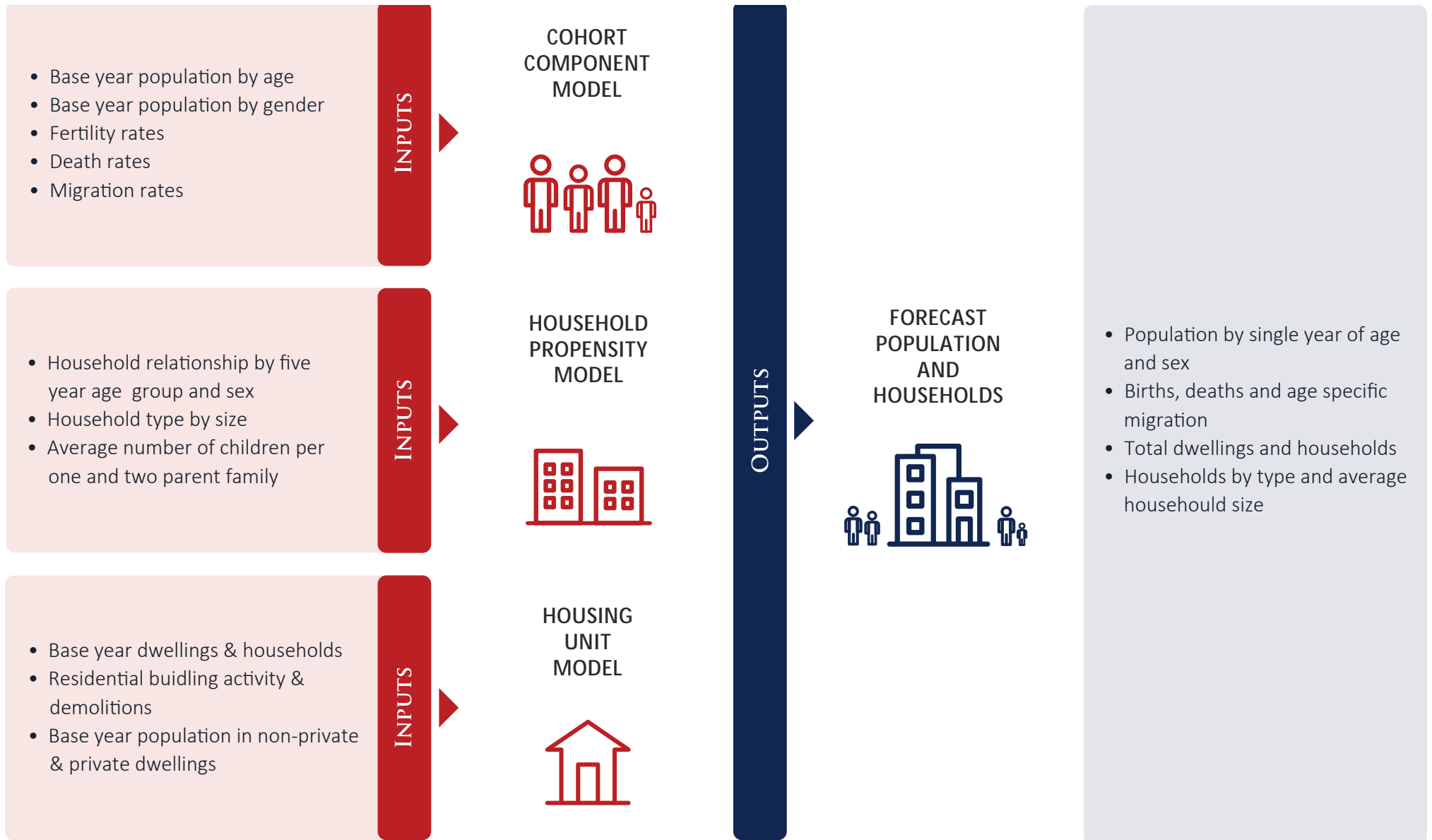


Figure 7: .id Population Forecast Modelling Process

Knowledge of how the age structure of the population is changing is essential for planning age-based facilities and services, such as child care, recreation and aged care. The forecast age groups for the Town have been determined based on the current age of the population (people ageing each year, being born and dying) as well as the age of people migrating into and out of the area. This in turn is driven by the Town’s specific locational context and existing housing stock, the amount and type of new residential development anticipated, and where the area is in a cycle of change. The Town’s forecast age structure for 5-year age groups over the timeframe of the Strategy is detailed in **Figure 8**.

In 2016, the dominant age group for persons in the Town was the 15 to 19, which accounted for 7.8% of the total persons, and will continue to be the predominant age group to 2041. As a cohort, the ‘young people’ age group of 15 to 25 is a significant proportion of the Town’s current population but is expected to slightly decrease by 2041. This is likely to indicate demand for inter-generational play spaces, and those providing for higher risk activities such as parkour, skate and BMX.

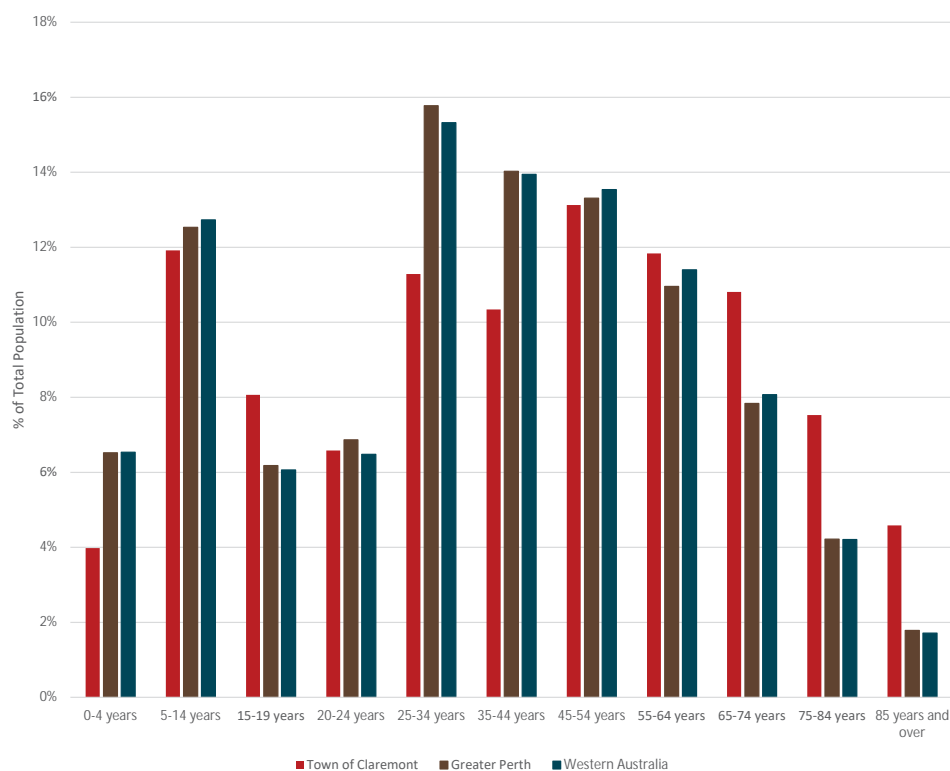
In terms of service age groups, between 2016 and 2041, the age structure forecasts for the Town indicate a 26.4% increase in population under working age, a 37.7% increase in population of working age and a 40% increase in population of retirement age. The increase in the retired population will generate demand for low impact activities and social gathering areas.

In planning for future housing supply, demand could be expected to come from a range of markets including students, young working adults, mature professionals and empty-nesters. The majority of new dwelling stock in the forecast period is expected to be accommodated within or close to major transport routes.

Analysis into the future household structure in the Town, in conjunction with age structure, provides insight into the role the area plays in the housing market. The forecast household types to 2041 are summarised in **Table 13**.

In 2016, the dominant household type in the Town was ‘lone person households’, which accounted for 30.9% of all households. The largest increase between 2016 and 2031 is forecast to be in ‘couple families with dependents’, which will increase by 415 households and account for 28.7% of all households. In contrast, ‘other families’ is forecast to increase by 22 households, to comprise 1.8% of all households in 2031, compared to 1.8% in 2016.

Based on the Town’s population and demographic forecast, an appropriate mix of housing types and must be catered for across the Town. The design, operation and goods/services offered within the Town Centre and local centres must be reflective of the core needs of this community as a base residential population, as well as considering the future population and attraction of other groups for employment and leisure. These factors also contribute to the assessment of future POS and community facility provision, as further detailed in the Town’s POS and Community Facilities Strategy.



**Figure 8: Population by age/location (Source: ABS Census 2016)**

Table 13: Forecast household types (Source: .id 2021)

Type	2016		2031		2041		Change between 2016 and 2041
	Number	%	Number	%	Number	%	Number
Couple families with dependents	1,199	27.5%	1,614	28.7	1,750	28.1	+551
Couples without dependents	1,199	27.5%	1,457	25.9	1,626	26.2	+427
Group households	197	4.5	241	4.3	261	4.2	+64
Lone person households	1,348	30.9	1,755	31.2	1,965	31.6	+617
One parent family	336	7.7	454	8.1	508	8.2	+172
Other families	77	1.8	99	1.8	107	1.7	+30
Total Households	4,356		5,620		6,217		+1,861

### 4.1.3 Dwelling Yield Analysis

The Town of Claremont includes some of Perth’s most desirable residential areas with good access to Central Perth, beaches as well highly sought riverside localities.

The primary section of the housing market in the Town of Claremont has historically been a location suitable for families with secondary school age children. This has been influenced by the high proportion and availability of large housing suitable for mature families and proximity to a range of public and private schooling options. It is evident, however, that there is a net loss of young adults who move from the area in early adulthood as they generally are not in a financial position to remain in the area.

It is expected as the Town’s housing stock continues to evolve with the provision of more developments that increase the proportion of flat or apartment dwellings, there will be a change in the demographic of the Town taking up housing stock which will provide greater affordability and diversity of supply. In particular, the projects recently completed, underway and being planned are forecast to increase the number of households with residents aged 25 to 35.

It is important that a diverse range of housing stock is delivered within the Town, catering to a mix of household types and supporting affordability. High amenity locations are most appropriate to accommodate an increase in higher density development, with access to train stations (Loch Street, Claremont and Swanbourne), in close proximity to the Perth CBD, Fremantle and beaches making it a highly desirable area to live.

Given the higher age profile of the Town of Claremont, the provision of additional diversity of housing close to amenity will also be a critical element of supporting aging in place for long-term residents who seek to downsize from Claremont’s traditional, large, single dwelling homes to smaller, more manageable medium-density or high-density options close to services. Planning for the long-term future of the Town Centre, local centres, station precincts and the Stirling Highway urban corridor will prepare for delivery of adequate retail, commercial and service offerings as well as housing to meet these future needs.

It is essential that residential growth is appropriately managed to ensure it protects or enhances the existing unique character and identity of the Town and the seven identified planning areas. Residential growth must be coordinated and planned to preserve and enhance neighbourhood character, amenity and identity. This can be achieved through the use of clear built-form controls and guidelines which encourage high levels of amenity for future occupants and existing surrounding residents, together with a high level of environmental sustainability. The Strategy identifies the areas deemed to be appropriate for residential growth, which have ideal access to existing services, amenities, infrastructure and transport.

To determine the capacity of the seven Planning Areas to meet the infill dwelling targets, a detailed analysis has been undertaken to assess the potential dwelling estimates for each of these areas based on the characteristics and constraints of the areas and the existing or likely planning frameworks to be applied to each. It should be noted that this analysis has been undertaken retrospectively from 2010, as this is the date at which the WAPC *Perth and Peel @ 3.5 million* infill targets are to be measured from.

The analysis demonstrates that within the identified Planning Areas, the Town can accommodate between 3,675 and 4,825 dwellings over the next 20-30 years. The dwelling estimates for each are summarised in **Table 14**. Based on the population forecast analysis and expected household types, the dwelling yield estimates are sufficient to support the Town's future population.

The analysis is based on 'lower' and 'higher' growth assumptions, which are distinguished as follows:

- Lower Growth assumes a slower average growth rate over the period and a lower intensity of mixed use and/or residential development.
- Higher Growth assumes a higher average growth rate over the period and a higher intensity of mixed use and/or residential development.

It is anticipated that the dwelling yield achieved in each Planning Area over the period will fall within the lower-higher growth scenario range, demonstrating that the Town has more than sufficient capacity to meet its infill dwelling target of 1,300 dwellings established by the WAPC's *Perth and Peel @ 3.5 million*.

**Table 14: Dwelling estimate range for identified planning areas**

Planning Areas	Dwelling Estimate Range	
	Lower Growth	Higher Growth
<b>Secondary Centre Precinct</b>		
Claremont Town Centre Precinct <sup>1</sup>	1,050	1,450
<b>Sub-Total</b>	<b>1,050</b>	<b>1,450</b>
<b>Urban Corridors</b>		
Stirling Highway East	800	1,100
<b>Sub-Total</b>	<b>800</b>	<b>1,100</b>
<b>Station Precincts</b>		
Claremont Station <sup>2</sup>	725	750
Loch Street Station	350	450
Swanbourne Station	100	125
<b>Sub-Total</b>	<b>1,175</b>	<b>1,325</b>
<b>Suburban Residential Areas</b>		
Latent Subdivision Potential	150	300
<b>Sub-Total</b>	<b>150</b>	<b>300</b>
<b>Potential Future Investigation Area</b>		
Stirling Highway West	500	650
Royal Agricultural Society Showgrounds	Subject to further investigations.	
<b>Total Estimated Dwelling Range</b>	<b>3,675</b>	<b>4,825</b>

- 1 Includes dwellings developed since 2010 within the Town Centre precinct, and achieves the minimum dwelling targets (estimated at 650 dwellings in the advertised Precinct Structure Plan) for Secondary Centres in accordance with the draft *State Planning Policy 4.2 - Activity Centres*.
- 2 Includes dwellings developed within the North East Precinct Structure Plan (Claremont on the Park) development.



The dwelling yield analysis is based on a set of key assumptions and projections for each individual planning area, and provides an understanding of the anticipated built form outcomes for each area. For each Planning Area, the following is provided:

**Key Assumptions and Projections** - This outlines the key assumptions for maximum building height, average height of new development and proportion of new development floorspace built for residential purposes, along with the estimated dwelling yield based on these assumptions.

**Planning Area Plans** - This represents the Planning Area boundary as identified for the purpose of the Strategy, noting that boundaries may be subject to refinement at further detailed planning stages.

**Indicative Cross-Sections** - The cross-sections prepared are based on the known or assumed built form parameters for new development, and are only intended to provide a snapshot of the size and scale of development potentially achievable based on the stated assumptions.

**Built Form Examples** - The imagery provided is intended to provide an indication of the size and scale of new development based on existing or proposed buildings of a similar size and scale. The imagery shown is not specific to the Planning Area or to the Town, and may include some built form outcomes that are not envisioned within the subject planning area.

### Assumptions and Projections - Claremont Town Centre Planning Area

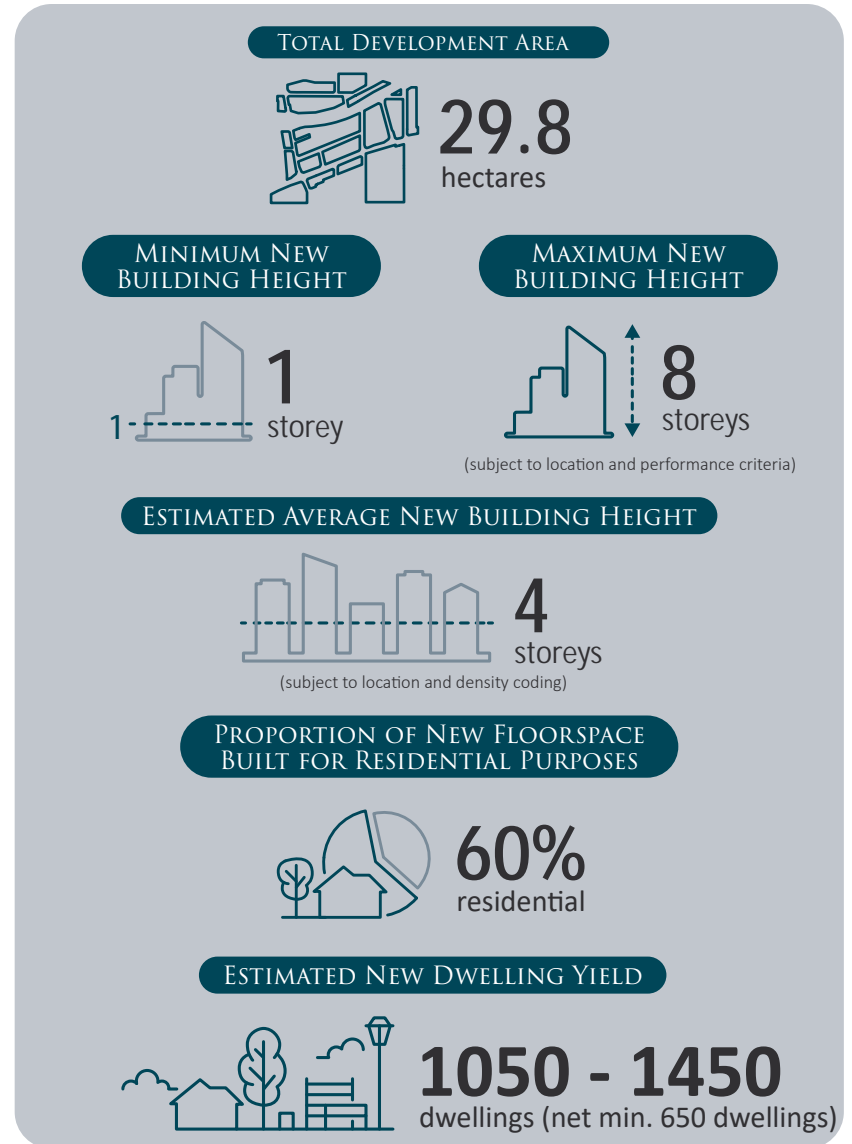


Figure 9: Key assumptions and projections for the Claremont Town Centre Planning Area, subject to the finalisation of the Claremont Town Centre Precinct Structure Plan.

Assumptions and Projections - Stirling Highway East Planning Area

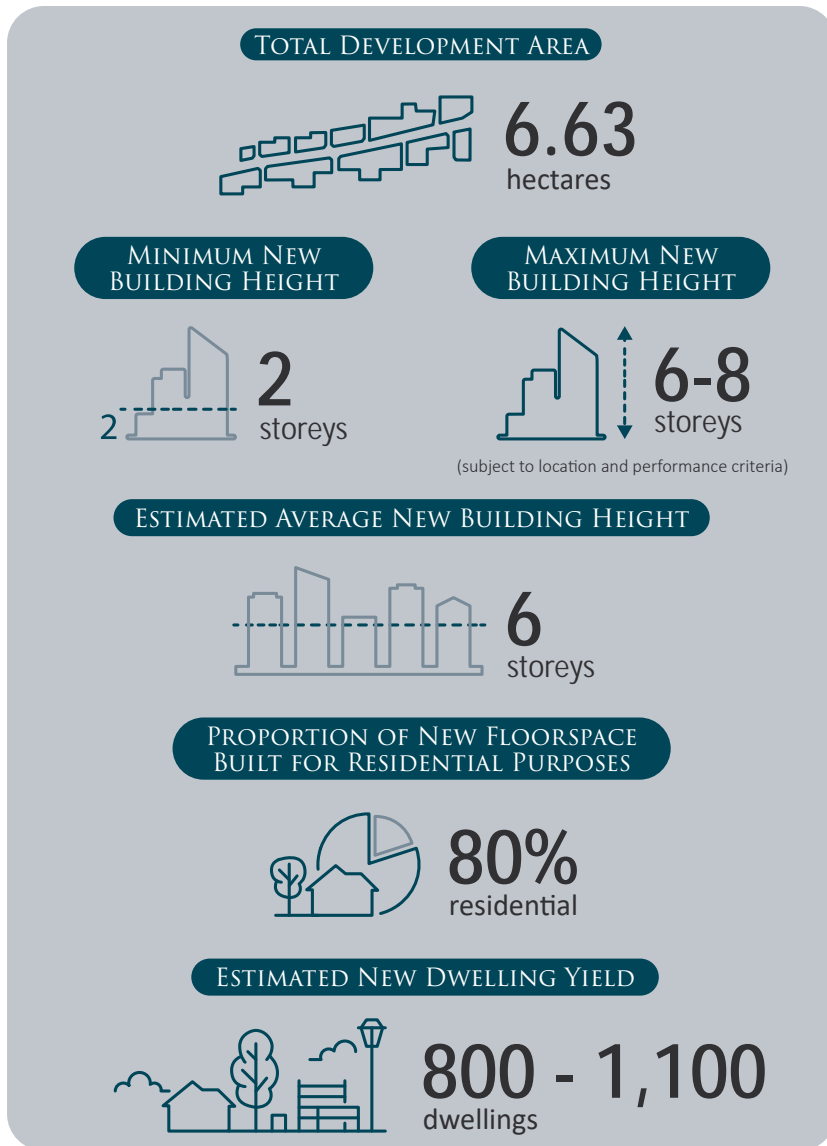


Figure 10: Key assumptions and projections for the Stirling Highway East Urban Corridor Planning Area, inclusive of the Planning Area and excluding the Planning Investigation Area.

Assumptions and Projections - Stirling Highway West Planning Area

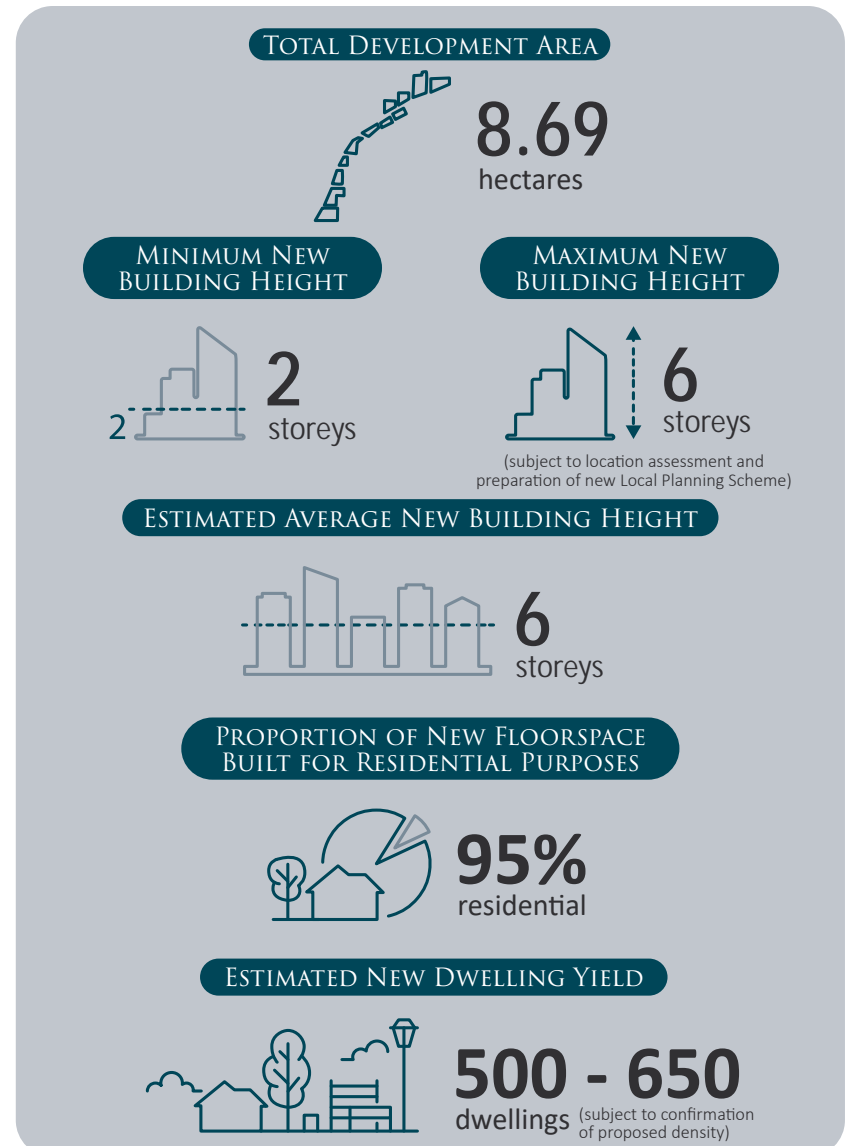


Figure 11: Key assumptions and projections for the Stirling Highway West Urban Corridor Planning Area, subject to the Stirling Highway Local Development Plan.

Assumptions and Projections - Claremont Station Precinct Planning Area



Assumptions and Projections - Loch Street Station Precinct Planning Area

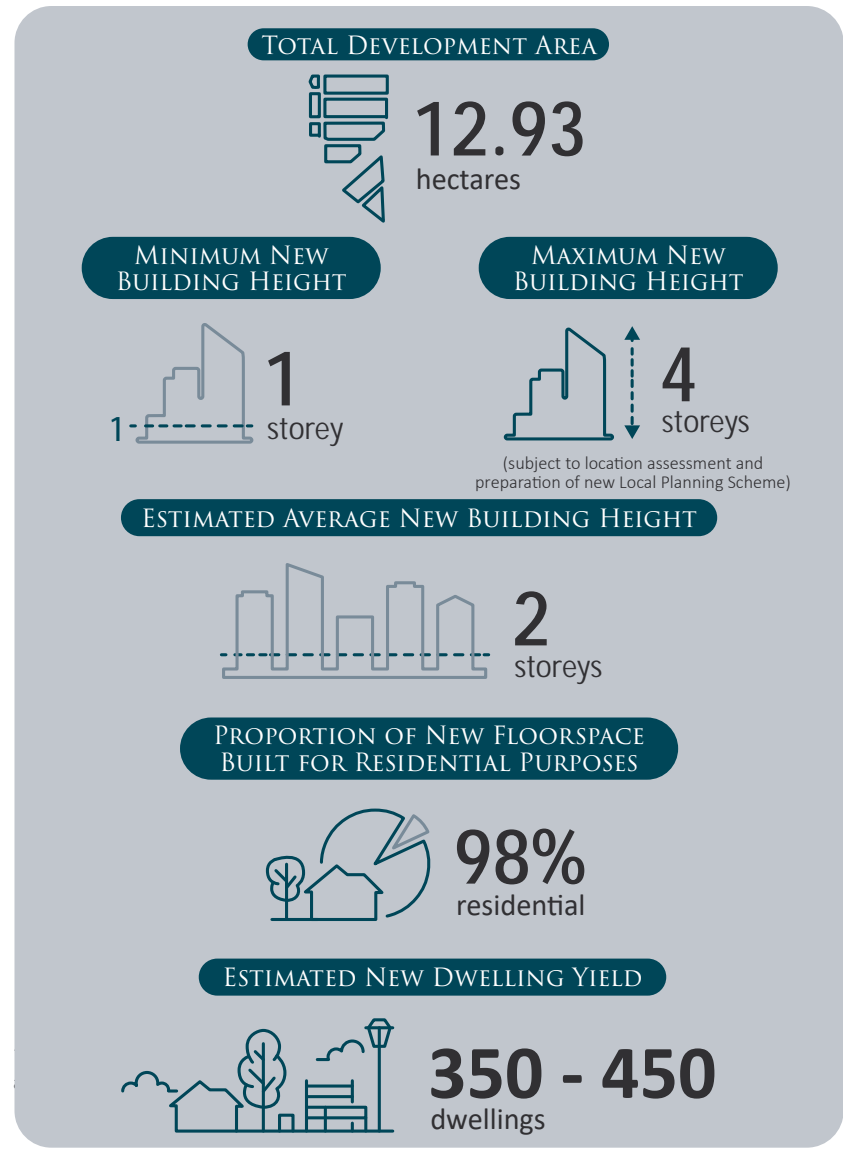


Figure 12: Key assumptions and projections for the Claremont Station Precinct Planning Area, subject to the incorporation into the new Local Planning Scheme.

Figure 13: Key assumptions and projections for the Loch Street Station Precinct Planning Area, subject to the incorporation into the new Local Planning Scheme.

## Assumptions and Projections - Swanbourne Station Precinct Planning Area

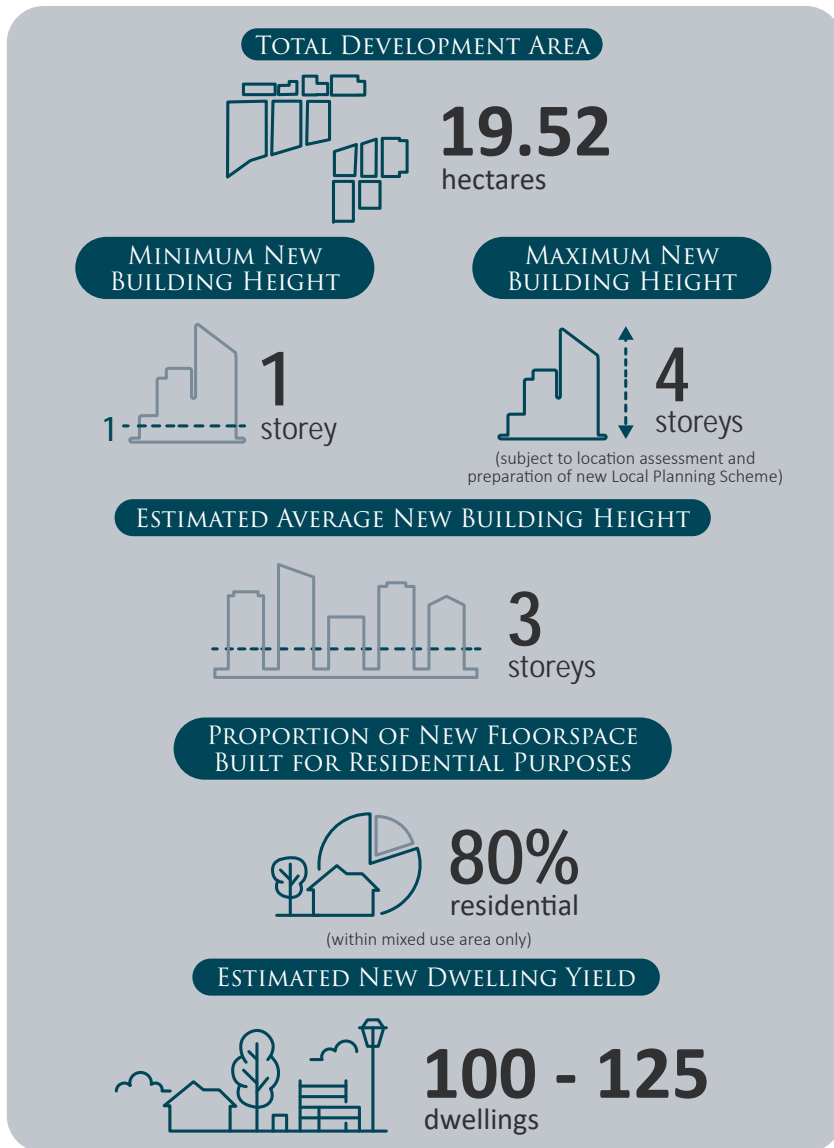


Figure 14: Key assumptions and projections for the Swanbourne Station Precinct Planning Area, subject to the incorporation into the new Local Planning Scheme.

## 4.2 Community, Urban Growth and Settlement

### 4.2.1 Urban Growth - Issues and Opportunities

#### 4.2.1.1 Housing Growth

In order to accommodate a growing population and meet the needs of future residents, the Perth metropolitan area needs to grow and intensify. Inner urban areas like the Town of Claremont have potential to accommodate a proportion of this population growth through well planned urban nodes and corridors which reinforce the viability of centres and protect the suburban character of established areas.

In accordance with the Western Australian Planning Commission's *Perth and Peel @ 3.5 million* framework the Town has a target to plan for the provision of 1,300 additional dwellings by 2050 to support a total Perth metropolitan population of 3.5 million, which has already been exceeded by the Town.

A series of urban consolidation and infill precincts have been identified which are intended to accommodate residential development within the Town of Claremont over the next 20-30 years. These precincts have been identified strategically through their location to major regional road networks, secondary centres or train stations and take into account the balanced urban consolidation principles outlined under the WAPC's 2018 *Central Sub-regional Planning Framework*.

While noting that the Town has already achieved its minimum growth target of 1,300 additional dwellings, this Strategy provides for further growth consistent with the balanced urban consolidation principles up to a lower growth target of 3,675 dwellings and a higher growth target of 4,825 dwellings, which are 2.8 to 3.7 times the initial minimum target.

These precincts will require detailed and considered planning to ensure that the resulting population growth is achievable through upgrades to existing infrastructure capabilities. Any redevelopment needs to reinforce the strong sense of place that residents have with the Town, provide a high level of amenity to not only the future residents, but to the broader public realm, and does not diminish the amenity of adjoining sites.

#### 4.2.1.2 Housing Diversity and Affordability

The primary housing market role played by the Town of Claremont has historically been a home for mature families. These families tend to have children of secondary school age. This has been influenced by the high proportion and availability of large housing suitable for families

Demand for smaller detached houses, grouped dwellings and apartments within the Town is projected to increase due to a growing population with higher demand to live in areas close to the City, an ageing population who will want to remain within the Town while downsizing, and the decrease in housing affordability, particularly in desirable locations with largely homogeneous housing typologies.

Through a focus on infill development within the key strategic precincts, the Town aims to deliver an increased diversity of housing and greater affordability for the existing and future community.

In delivering a diversity of dwelling types and sizes, the Town aims to facilitate the delivery of housing suitable for elderly people or those with special needs. In comparison with greater Perth, the Town of Claremont has a higher percentage of residents over the age of 55 years. With an ageing population, many residents have a desire to downsize and remain within the Town.

New residential development must incorporate WA Liveable Homes (universal) design principles to allow those with disabilities or special needs to live within the Town and provide options for those requiring high levels of accessibility including seniors, carers and people with small children.



### 4.2.1.3 Character and Cultural Heritage (historic and Aboriginal heritage)

#### Aboriginal Cultural Heritage

Claremont has a rich and diverse variety of heritage places. Within the Town, there are four registered Aboriginal sites, protected by the *Aboriginal Heritage Act 1972*: Swan River (Site 3536), Lake Claremont (Site 3762), Loreto Convent (Site 3755) and Freshwater Parade (Site 3203). The Swan River is recognised as having special spiritual significance for Noongar people, with Aboriginal occupation of sites along the river dating back 40,000 years. The river is linked to food, resources, and dreamtime mythology. The Act protects all Aboriginal sites in Western Australia whether or not they are registered and sets out requirements for the development or use of land in a way that may impact an Aboriginal site.

#### Character Precincts

All too often the character of historic suburban precincts is diminished or extinguished by incompatible development which is not reflective or respectful of the character of surrounding built form.

In order to protect the unique character of the Town's established areas, the Town will take proactive steps to ensure that new development is controlled in a manner which will ensure cohesiveness with the prevailing character of an area, and streetscapes are maintained and improved through further investment in the public realm.

In the first instance the Town will undertake a study to identify the key aspects of its diverse suburban precincts which contribute to the character and sense of place within that suburb, including a review of:

- Local Context, including the setting and function of the local area and the broader character of the precinct;
- Site design, including building setbacks, access and parking locations, landscaping, etc.;
- Built form design, including architectural significance, building height, architectural features, materials and colour, roof pitch, etc. and;
- Streetscape and public realm design, including verge widths, street trees, open space, pedestrian and cyclist paths, development interface, etc.

The objectives of the study will be to identify key suburban precincts which are prime examples of the style of development and subdivision of that area, and the sense of place that style reinforces within the community.

The identified precincts may then be considered for further protection from inappropriate development and subdivision under the provisions of the local planning scheme.

#### Local Heritage Survey (formerly Local Government Inventory)

The Town of Claremont contains a rich and diverse collection of heritage stock. There are a large number of residential properties and whole streets that have significant heritage value. Through the *Heritage Act 2018*, associated *Heritage Regulations 2019* and the *Planning and Development (Local Planning Schemes) Regulations 2015*, the planning framework sets out the basis for the identification, conservation and protection of cultural heritage places. It requires the Town maintain a list of buildings, objects and places known as the Heritage List, which are protected under the local planning scheme.

The Town's Local Heritage Survey (LHS) and Heritage List (HL) includes 651 heritage places including twenty which are State Registered, such as Claremont Railway Station, Claremont Post Office, Claremont Teachers College and Christ Church. The LHS and HL are required to be kept relevant through periodic updates, including ad hoc changes and general reviews when these are required (although no specific frequency is now dictated). Such reviews and updates ensure all heritage places are recorded, and their cultural heritage significance identified. This will assist in ensuring development and infill protect the identified significance of places, streets, and Heritage Areas.

It is further recommended that the Town reviews its Local Planning Policies relating to the retention of European heritage (noting that Aboriginal heritage is usually managed through the relevant Acts & Regulations, rather than Local Planning Policy) and the retention of residential character, to formalise heritage areas more clearly and put in place protections from development that would disrupt the character of these areas. Any new development in Planning Areas should respect the character of heritage streetscapes and consider Council's Local Planning Policy framework which presently acknowledges special development requirements for development within and immediately adjacent the existing extensive list of Heritage Areas (planned to be considered as groups of individual listings) and address the interface to form a gradual transition from each space.

#### 4.2.1.4 Access to and Diversity of Public Open Space

Based on an analysis of the current provision of POS within the Town and the consultation process undertaken as part of the Public Open Space and Community Facilities Strategy, it is evident that whilst the level of accessibility is high, there are some gaps in the quality and functionality of the existing POS. There is an acknowledged deficit in the provision of POS within the Town, particularly sporting space, however alternative provision exists within private landholdings (i.e. private schools, RAS) and neighbouring local government areas. It is recommended the Town investigate opportunities to gain greater access (formally agreed) to these alternative spaces through shared use agreements, securing resident access at appropriate times when not in use by their primary users.

Existing POS areas may benefit from a greater level of embellishment, which has the potential improve accessibility and the ability for the local community to socialise within that space. This may be incorporated to offset the acknowledged deficit in provision and provide a better community outcome. Such improvements may include an increased level of native tree and bush cover, enhanced signage related to the conservation and heritage value (both Aboriginal and European) of existing POS and associated community buildings, potential rationalisation and improvements of key public spaces, a mixture of seating areas, increased lighting around walking paths and a strategic approach to the replacement and development of play infrastructure.

It is recommended that the Town reviews the details of the Public open Space and Community Facilities Strategy with the view of formulating long term strategic approaches to the management and improvement of these valuable community assets.

There is also the capacity to improve the provision of PAPOS within developments, protected by public access easements to facilitate community benefits and improve the provision of POS contributions through development/strata title subdivision conditions.

It is noted that POS contributions have traditionally been applied on the subdivision of land in the creation of more than four lots. In more recent times, there has been a trend developing where significant strata developments which intensify the residential population

of an established area are required to contribute POS contributions to allow local facility upgrades and the provision of additional POS land, and these have also been applied at the 10% rate of contribution.

The Town's POS and Community Facilities Study inform this part of the Local Planning Strategy, and it is noted that planning for higher density areas also requires focus on quality over quantity, particularly where it comes to open space planning. In higher density environments, where land costs drive strong land efficiency, there needs to be an increased focus on ensuring a high quality of open space provision and a focus on maximising connections to and from existing open space networks. While a certain quantum of open space is required, it is the quality of the open space that is most important in a higher density context.

Taking this proposal to the next level and more recent cases of POS contributions on strata subdivision into account, the Strategy proposes that all future apartment development which intensify residential development yields be required to contribute 10% of the land value as a cash-in-lieu POS contribution. The Town will need to progress the POS and Community Facilities study to provide structure over areas of additional POS provision and envisaged POS facility upgrades.

#### 4.2.1.5 Quality of Community Infrastructure

As the needs for community infrastructure changes due to demographic shifts in the population and new residents to the Town from infill development, the Town has a responsibility to ensure that community facilities remain relevant, accessible and of a high standard. An assessment was undertaken on all existing public infrastructure as part of the Town's Public Open Space and Community Facilities Strategy. It acknowledges that the Town's forecasted population growth is relatively limited, and therefore unlikely to necessitate the need to provide significant additional community infrastructure, but rather lead to improvements (renewals, major refurbishments or redevelopment) of its existing facilities to meet local needs. The relatively high proportion of 15-25 year olds, seniors and a stable population ageing in place indicates a potentially high demand for social meeting/gathering places, youth and inter-generational play/activity spaces.

The Town benefits from a number of existing community facilities, however many of these are compromised in functionality due to the heritage status of the buildings (i.e. the Claremont Station Precinct, Library and Claremont Museum), or are operated by single service users (i.e. tennis, bowls, yachting, golf) and require significant investment to manage and maintain their facilities effectively and efficiently. Through diverse consultation, it was also revealed that the Town's residents benefit from access to community resources outside of Town control.

Building on the existing facilities and infrastructure within the Town, there are significant opportunities for the Town to deliver a range of community services which meet the needs of residents without significant additional expenditure and/or duplication of provision. This can be achieved by investigating opportunities for building repurposing and extension, multi-functional and shared use of facilities, and programming to support and assist organisations/community groups.

It is recommended the Town address the range of recommendations detailed in the Community Facilities Strategy to ensure such facilities adequately meet the needs of the current and future population, and are appropriately managed and governed to ensure their ongoing viability and prepare a Community Benefits Policy to identify and source improvement options.

## 4.3 Economy and Employment

### 4.3.1 Economy and Employment - Issues and Opportunities

#### 4.3.1.1 Maintaining Sustainable Activity Nodes

The Town of Claremont has a number of key activity nodes within its boundaries, providing a range of functions and offerings, specifically:

- **Claremont Town Centre** is the key centre where the majority of commercial floorspace is concentrated;
- **Stirling Highway East** is a strip commercial centre, where bulky goods retailing and office floorspace is predominant;
- There are two local centres at **Swanbourne** and **Loch Street** that service their local residential catchments;
- **Claremont Showgrounds** is a unique centre that provides a large open space for entertainment activities and major events;
- There is a small **Light Industrial** area that predominantly supports population-drive out-of-centre activities; and
- A **Hospital** and several private **schools** have a significant impact on the activities taking place and the overall character of the Town.
- Bethesda, Methodist Ladies College, Christchurch Grammar School and Scotch College have a significant impact on the activities taking place in the Town and are recognised as key employment nodes and sources of business activity generation that supports the Town as a whole.

The Town has around 283,000m<sup>2</sup> of commercial floorspace distributed among these centres, with education and health floorspace being a predominant category due to the influence of a hospital and private schools. This is closely followed by shop/retail floorspace, which is concentrated in the Town Centre, and entertainment floorspace, which is influenced by the Claremont Showgrounds. Based on the current activity mix and planning policies, the majority of future commercial floorspace will be concentrated within the Town Centre.

Important consideration must be given to how these activity nodes are planned for. Planning for activity centres should be flexible, allowing for a range of industries and floorspace uses to be accommodated where appropriate, as detailed in the Town's Local Commercial and Activity Centre Strategy. Adherence to the recommended range of floorspace growth outcomes will allow the Town to guide the planning framework, and ensure the amenity and viability of these activity nodes is maintained into the future and at the same time, activate improvements to the day and night-time economies.

#### **4.3.1.2 Business and Employment Diversity and Growth**

The Town of Claremont has an older age structure than Greater Perth and Western Australia with a significantly higher proportion of its residents in the 60+ age bracket. As such, it is expected that many of the residents in the Town of Claremont are retirees and activity centre design, operation and the goods and services offered should reflect the needs of this age group (e.g. - encourage establishment of a cinema in the Town centre). There is also a high proportion of 10-19 year olds in the Town, reflective of the numerous high schools in the area. These key demographics should influence the growth and diversity of businesses and employment opportunities in the Town's activity centres, which need to provide a range of offerings catering to these groups.

Any additional floorspace capacity within the Town's centres/nodes should include provision for a mix of land uses and development scale and stimulate a mix of local community need based land uses as well as knowledge intensive and strategic activity that will contribute to the prosperity of the Town.

The provision of diverse business can be implemented through specialised land use planning centres around identified Planning Areas. This will ensure that the scope of proposed development and future land use considers the end users and encourages a more diverse range of commercial output.

The benefits of greater business diversity within the activity centres includes more local consumption, better activation of these activity centres with more consistent consumer activity, and a wider spread of active business hours, which leads to more vibrant centres that are active for longer parts of each day.

Encouragement and making provision for the establishment of a boutique hotel in the

town centre, taking advantage of the new Airport link will also have significant capacity to generate a night time economy of restaurants and small bars which will activate the area.

#### **4.3.1.3 Employment Opportunities**

The analysis of employment prospects provides a critical measure of the capacity of the Town of Claremont's economy to absorb human capital, in terms of the quantum and quality of employment available. High Employment Self-Sufficiency (ESS) is generally a sign that the economy has a healthy rate of employment growth, and there are opportunities to attract and support a bigger local population. Employment Self-Containment (ESC) is indicative of the capacity of the economy to absorb the skills of its local workforce and is therefore useful to uncover potential mismatches between local skills and industries. It is also often a reflection of the economy's complexity.

The Town has a relatively high ESS when compared to similar areas such as Nedlands, Victoria Park, Cambridge and South Perth, reflecting its importance as an employment hub in the Central sub-region. Technically, this high ESS indicates the Town could provide jobs for all of its residents, however, the local job offerings do not necessarily reflect the skillset of residents within the Town.

Despite a high level of ESS in the Town, the ESC is relatively low when compared to the same similar areas. The high ESS, combined with the low ESC indicates a clear mismatch between the skills of local residents and employment opportunities in the Town. This is not found to be problematic for residents, due to the Town's close proximity to the Perth CBD, which provides employment opportunities more closely aligned with the skills of residents in the Town. Notwithstanding, given the high population of professionals in the locality, opportunity for the commercial space to incorporate office growth in proximity to residential homes could assist in raising the ESC level and activate the day-time and early evening economy.

As such, the Town should focus primarily on providing a predominantly retail oriented environment with a strong focus on entertainment and high-end brands. The Town can improve its ESC by providing a mix of residential dwellings that are affordable for works in population drive services, such as retail and hospitality.

Due to the Town's low level of strategic employment opportunities, Shift Share analysis

undertaken in the Local Commercial and Activity Centre Strategy identified only a limited number of industries the Town has a comparative advantage in. This analysis identified retail, education and health as specialised industries the Town is likely to have a comparative advantage in, and should focus on to induce employment opportunities.

#### 4.3.1.4 Non-Retail Needs Analysis (Town Centre Precinct)

The needs assessment undertaken as part of the Claremont Town Centre PSP investigates the provision of floorspace in the Town Centre to understand potential gaps in the quantum and mix of uses. Benchmark analysis has been undertaken based on Main Street centres along Beaufort Street, Subiaco, Leederville and Victoria Park as centres with similar characteristics.

It found that the Claremont Town Centre offers a low diversity of floorspace than the benchmark comparison, however, it supports higher concentrations of Shop/Retail, Food & Beverage and Residential floorspace, and has a lower vacancy rate. A gap analysis undertaken indicates that Claremont Town Centre provides gaps in floorspace diversity, with lower levels of health, entertainment and office floorspace. There are a number of opportunities available to improve the non-retail aspects of the Town Centre, such as:

- Further growth within the night-time economy, considering the variety of activities each demographic could attend during the early evening (6-9pm), evening (9-11pm) and night (11pm-2am). For example, the gap in drinking places could inhibit the growth of the evening and night economy demand from young professionals and empty-nesters that would be suited to the apartment lifestyle offered in high density development. Cultural event spaces are also an identified gap that could contribute to nighttime activation and tourism.
- Improving childcare provision in the Town Centre to align with the Town's high proportion of professionals. This use would also leverage off the existing strong public transport links and walkable amenity. Further urban development and office floorspace will likely increase the demand for childcare.
- Weekend recreation activities not involving drinking (i.e. a cinema or entertainment offering), catering to Claremont's higher concentration of middle and high school students, as well as boarders from local private schools in addition to the mature professional cohort attracted to art-house cinema offerings.

- Additional professional services and general health services, which could be accommodated within developments that include office floorspace.
- Potential short-stay accommodation/hotel, given the Town's ideal location as the closest return station to the Perth Airport on the new Forresterfield-Airport Link, its proximity to Fremantle and Perth City, as well as the beach and river. Tourists would support existing shop/entertainment uses within the Town Centre.

As density within the immediate area of the Town Centre increases, the demand for a vibrant night-time economy will increase. Food, beverage, cultural and/or entertainment uses should initially be concentrated on Bay View Terrace and St Quentin Avenue, expanding to other connecting streets/laneways once these areas become sufficiently activated.

As with increasing the diversity of employment opportunities, an increase in the mix of floorspace uses will deliver a more vibrant and sustainable Town Centre.

In addition, development of non-retail uses within local centres and other mixed uses precincts will need to be considered against the Town Centre Precinct Structure Plan and *State Planning Policy 4.2 - Activity Centres* to ensure that proposed development does not compromise the primacy of retail and commercial functions within the Town Centre precinct.

#### 4.3.1.5 Claremont Showgrounds

The Local Commercial and Activity Centre Strategy acknowledges the showgrounds currently provides a large open space for entertainment, specifically the Royal Show. The approved Management Plan for the RAS acknowledges growth in Entertainment/Recreation/Cultural, Office/Business and Health/Welfare Community Services sectors. Whilst the future vision is to continue supporting the Perth Royal Show, the Strategy acknowledges the potential to consider the site as a Future Investigation Area, noting its proximity to the Showground Station and the potential this provides for intensification/redevelopment over time.



#### 4.3.1.6 Light Industry

The Local Commercial and Activity Centre Strategy acknowledges the Light Industrial area is built out to its current maximum capacity and consequently there is no additional floorspace growth predicted for the future. The Strategy identifies the potential to consider mixed use development as a transitional use over time. The Strategy contemplates the future of this light industrial area to transition into a mixed use development as part of the RAS Future Investigation Area.

#### 4.3.1.7 Reduce Regulation

The level of regulation relating to commercial land use proposals is currently an issue in the Town, which has the effect of complicating the process for many potential businesses to establish within the Town. To address this issue, it is recommended the Town explore opportunities to reduce the amount of regulation relating to the establishment and ongoing functions of businesses within activity centres and nodes.

This could be achieved by placing certain development controls within Local Planning Policies rather than the Local Planning Scheme, allowing greater flexibility for commercial land uses within the Town which are permissible and desirable, but may fall short on other development requirements. The Town will be able to take more of a case-by-case approach to development applications, and have a better framework to place discretion on due-regard provisions where appropriate. This will encourage desired uses to located in particular areas where red-tape is reduced, and assist in accelerating the uptake of vacant space by de-risking the development application process for industry.

Other measures which may be considered by the Town include continuing to offer free alfresco dining permits for certain areas in the Town Centre and within other centres / corridors, again encouraging desired uses to located in these areas and creating more activated spaces. Such measures could be further enhanced through the Town's continued initiation of public realm projects to support activation, delivering sidewalks that are suited to outdoor dining, places for social interaction, and/or places for cultural activities/small events.

## 4.4 Environment

### 4.4.1 Environment - Issues and Opportunities

#### 4.4.1.1 Natural Environment

The Town of Claremont has direct access to a significant level of natural environmental assets, due to its location between Lake Claremont and the Swan River. With the ongoing effects of climate change, as well as more intensive development planned for the Town, there is an inherent need to ensure that these areas are protected, and managed in a sustainable way to the future. It is recommended that the Town acknowledges the importance of the local natural environment, and in doing so, prepares a Local Climate Change Adaptation Plan, to ensure that the growth of the Town will not detriment on the environmental values placed upon this area.

#### 4.4.1.2 Swan River/Lake Claremont

The Town of Claremont has two natural areas that are of regional significance, being Lake Claremont (Bush Forever Site 220) and the Swan River foreshore. The Lake Claremont site is recognised for its open water wetland providing habitat for migratory birds, as well as conservation of remnant vegetation. The Swan River and remnant vegetation (Cottesloe – Central and South complex) along the foreshore has been declared an Environmentally Sensitive Area by the Minister for the Environment. Both sites are reserved for Parks and Recreation under the *Metropolitan Region Scheme* and the Town of Claremont Town Planning Scheme No 3.

The Lake Claremont site, being a Bush Forever Site, is classified as an Environmentally Sensitive area under the *Environmental Protection Act 1986*, and therefore both areas surrounding these sites require careful planning to ensure that both the Environmentally Sensitive Areas and the surrounding sites themselves are not in detriment.

#### 4.4.1.3 Lack of Ecological Linkages

The review undertaken in the Town's *Environmental Profile* (2021) has identified that there are critical ecological linkages that run between Lake Claremont and the Swan River. These are critical for the movement of fauna from each major environmental

area, and the report found that, in their current state, these linkages are lacking. One of the key criticisms of the ecological linkages is the lack of diversity in the vegetation, in particular, the suitable street trees. It is recommended that the Town reviews its Street Tree Masterplan to not only increase the biodiversity of these linkages, but also ensures that native vegetation is used, as it is more appropriate.

#### **4.4.1.4 Urban Greening**

The Town of Claremont is well-known for its extensive tree cover and is celebrated as one of Western Australia's leafiest local government areas. The existing tree cover and open space is a significant part of the Town's identity and highly valued within the community.

As the Town's response to urban infill is to direct new development to activity centres, station precincts and along transport corridors, the threat of intensification of its leafy single residential areas is reduced to a large degree. In addition, provision of on-street parking and limitations to additional crossover construction by encouraging rear ROW access (where practical) further reduces the potential for removal of street trees.

With proposed urban intensification the tree canopy is likely to be put at risk, however, as further crossovers and on-street parking require the removal of mature street trees. Increased tree canopy through additional planting in verges is important to reduce the heat in areas currently with lower tree coverage, as well as areas identified for future growth, to reduce the heat island effect, improve amenity and make a positive contribution to the natural environment.

It is therefore imperative that the Town take measures to protect and maintain the current tree canopy, by also facilitating opportunities to expand the provision of public trees, particularly in areas where future development is expected and in areas with minimal tree canopy.

The Town's Street Tree Masterplan requires the same species to be planted along a street. Increasing the diversity of street tree species along a street can result in a more resilient urban forest, through increasing the ability to combat pests, disease and changes in rainfall and temperature. It is recommended that the Street Tree Masterplan be reviewed and updated to identify actions that respond to the need for a more diverse street tree layout.

#### **4.4.1.5 Bushfire Risk**

The Lake Claremont and Swan River Foreshore areas have been identified as a bushfire risk, and due to the level of vegetation present, this means that many properties adjoining or in close proximity to these sites are also identified as bushfire prone.

It is imperative that the Town seeks to ensure that all development that occurs in these areas are complying with the necessary planning and building provisions for bushfire prone areas. Inserting a provision within the scheme may provide for the need to address the requirements of these policies and guidelines will ensure that any future development is done so in a safe and compliant manner.

#### **4.4.1.6 Aboriginal Heritage**

From the research undertaken, it is understood that there are numerous significant sites within the Town relating to the traditional owners of the land. Protecting and respecting this heritage is of vital importance, and it is recommended that the Town finds ways to engage with the traditional owners with respect to land and cultural heritage management.

## 4.5 Infrastructure

### 4.5.1 Infrastructure - Issues and Opportunities

#### 4.5.1.1 Infrastructure Upgrades

As development intensifies within the Town, additional load is placed upon the existing service infrastructure networks. Reports indicate that any additional development will only be able to be adequately serviced through the upgrading of these service networks. To ensure that the Town is adequately serviced by infrastructure when future growth and development is planned for, liaison with the relevant service providers and State Government bodies is critical. With the appropriate upgrades to some of the existing ageing infrastructure, and the extension of these networks, further land use intensification will be supported.

It is recommended that developers contact the relevant government department and service utility providers to establish service capacity of each service as part of due diligence processes prior to preparing development proposals.

#### 4.5.1.2 Sustainable Transport

The principles of transport-oriented development are embedded in sustainability and focus on the integration of appropriate land uses around key public transport nodes. This provides an opportunity for the Town to work with the State Government to investigate and capitalise on the connectivity the Town has with the Fremantle Train Line. Intensification of land use, particularly residential and mixed use development, should be focused within these precincts, and will encourage the use of active and public transport. This strategy balances out the increase in population density with the pressures on road networks through an uptake in private car use.

#### 4.5.1.3 Management of Parking Demand in Growth Areas

The key locality that requires focus on with respect to parking management is the Claremont Town Centre, which is poised for significant growth. Despite the high demand for parking in the Claremont Town Centre, and the attractiveness of destinations such as Bay View Terrace, there is no short stay paid parking in Claremont. This system therefore relies on scarcity alone to influence parking demand – continued development will ultimately overwhelm the capacity of the road network to accommodate private vehicles, and the parking supply to house them. Paid parking may become necessary to restrain demand for driving, given these limitations in resources. Strategies that can be undertaken to ameliorate the issues presented include a review of the current car parking provisions to lower maximum car bay requirements, as well as offering more flexible car parking requirements for strata developments to allow parking to be supplied in shared community titles. These changes will take advantage of the recent changes to strata title laws.

The Town has a robust suite of parking requirements which provide significant discretion for development parking requirements and a generous cash-in-lieu contribution calculation which does not include the payment for land value (as traditionally incorporated into such systems). This builds upon the Town's significant land assets in and in close proximity to the Town Centre and will provide funding for the construction of decked parking stations. It is noted that the State is currently reviewing parking standards which may apply to activity centres and suburban locations with a view of providing a consistent set of standards across the metropolitan area. Once this review is completed, the State requires the Town to prepare a Parking Strategy which will address all of the above matters.

Work on this has already commenced with the preparation of the Town's *Traffic, Transport and Parking Strategy (2021)* which informs both this Strategy and the Town Centre Precinct Structure Plan. Parking management recommendations included in that Strategy will be considered by Council. It is noted that the Town Centre Plan acknowledges that parking in the Town Centre will contribute to significant congestion and accordingly while supporting parking for customers and residents within the centre, parking for commuters and employees is recommended to be provided in parking stations surrounding the periphery of the centre.

#### 4.5.1.4 Prioritising Infrastructure for Active Transport

Overall, the existing key weaknesses of the cycling network is the lack of safe, legible connections running east-west through the Town. The Principal Shared Path (PSP) functions as a high-quality strategic link between the Perth CBD and Fremantle, but there are no solid links between this path and the Swan River. The designation of Stirling Highway as a Local Route must be recognised as an aspirational plan, requiring extensive upgrades to transform this corridor into a safe and attractive route. A review of the Town's Bike Plan should consider the function of the network, and the opportunities for improving cycling mode share. Some key considerations that should be undertaken to address this issue includes:

- the creation of new strategic links to the Town Centre and key activity nodes/centres;
- improvement of safety standards of the Principal Shared Path (PSP) between Claremont Station and the adjacent Goods Shed where there is significant potential for pedestrian; and
- cyclist conflict and increasing cycling-specific wayfinding throughout the Town which can be achieved through passive design.

A review of the Town's Bike Plan to incorporate these initiatives will be required, and engagement with the Department of Transport and neighbouring Local Governments will be pivotal in its success.

#### 4.5.1.5 Connectivity

While most of the Town has adequate levels of pedestrian connectivity, major infrastructure has formed barriers which restrict ease of movement throughout the Town. Stirling Highway and the Fremantle train line form a physical separation between the northern and southern localities of the Town.

Due to a high volume of traffic movement along these corridors, the connectivity between the northern and southern localities is constrained and most existing at grade crossings have had to be closed. Further improvements have recently resulted in the construction of a pedestrian tunnel west of the new bus interchange in Guger Street, however further upgrades are required to improve access at the heritage bridge at the station, inclusive

of installation of lifts and possible ramping. These further upgrades are not expected to be completed until the station platform is extended. The Town's *Traffic, Transport and Parking Strategy (2021)* identifies opportunities to improve the existing public transport infrastructure, with the intended outcome of opening up more north-south transport options, and to ease congestion on Stirling Highway with modifications to the public transport network. While pedestrian connectivity throughout the residential localities is well established, some connections are identified as requiring improvements. This presents an opportunity to not only prioritise the retention of these pedestrian links, but to facilitate upgrades where required.

#### 4.5.1.6 Preservation of Right of Ways

Throughout the Town exist right of ways (ROW), which are used by properties that adjoin them for vehicular access. Where these ROWs exist, the LPS provides a presumption that access to residential properties will be taken from the ROW in favour of the public street (if the access point is practical)

ROWs are identified as being important for the protection of high amenity streetscapes within the Town, reducing the number of crossovers required on the primary street. By limiting the number of new cross-overs, the risk of existing street tree loss is minimised and the existing streetscape afforded more protection. Therefore, the retention and enhancement of the existing ROW network should be a priority to ensure the current high-amenity streetscapes are not unnecessarily impacted.

It is suggested that the Town seeks to review its ROW Policy, which should identify any ROWs that require improvement. It is also suggested that development requirements for properties that adjoin these ROWs are reviewed to address the issues which arise from application of development standards requiring their use with the potential to put in place setback provisions on these properties. This will ensure that the ROWs can be used in a safe and effective manner, and preserves their continued use.