

# SUMMARY & FREQUENTLY ASKED QUESTIONS

## Draft Swanbourne Local Centre Planning Study



### SUMMARY

#### Background

The Town of Claremont's Housing Capacity Study (February 2013) identified measures to achieve increased housing density to accommodate State Government housing growth targets (set at 1,300 for the Town of Claremont). The Study recommendations relating to the Swanbourne Local Centre precinct included maintaining the low density single dwelling areas as much as possible for character retention and considered that transit-orientated development (TOD) on the northern side of the station was not feasible.

The Western Australian Planning Commission released its strategic planning document "Perth and Peel @ 3.5 Million" in 2018 to guide future sustainable planning in the metropolitan region to 2050. The document provides for the majority of infill development and urban consolidation in the Perth and Peel regions to occur in activity centres, transport corridors and station precincts.

With the "Perth and Peel @ 3.5 Million" objectives in mind and interest being shown by a number of property owners in the Swanbourne Local Centre for the exploration of opportunities to develop a mini TOD in the precinct, the Town appointed Game Planning Australia to undertake a Swanbourne Local Centre Planning Study.

Preparation of the Planning Study commenced in 2017 and involved engagement with shop owners and local residents through informal information sessions to establish owner and community sentiment towards future development opportunities for the Centre.

#### Study Proposals

The Study assesses the current planning parameters in play at the Local Centre and makes a number of recommendations to enhance the precinct along with mild increases in development capacity above the existing Heritage Precinct and within the area bounded by Claremont Crescent, Saladin Street, Rob Roy Street and Franklin Street (including four "Residential" zoned properties to the south of Rob Roy Street adjacent to the "Local Centre").

The Swanbourne Local Centre is a local hub with an established mix of predominantly single-storey commercial uses opposite the Swanbourne Station. This Planning Study investigates opportunities for expansion, consolidation and retention of the Local Centre, and presents a recommended pathway to achieving a vibrant yet intimate centre serving residents into the future.

The proposals contained in the Planning Study focus on retaining the local scale, main street format and heritage character while consolidating the Local Centre's role and increasing vibrancy through movement network improvements, landscaping, and limited mixed-use development opportunities. Further definition of these principles alongside specific development intentions are presented as they relate to three discrete planning precincts – the Local Centre Core, Claremont Crescent Corridor and Swanbourne Station Corridor.

The Local Centre Core is the commercial and residential heart of the Local Centre and the only planning precinct to include privately owned land. This planning precinct is the focal point for both heritage retention and infill development opportunities. A streetscape protection area is recommended to set back any new development from heritage facades, retaining the existing built form character and 'main-street' scale of the Local Centre. Conversion of the under-utilised Rob Roy Lane to a laneway plaza will provide additional pedestrian-friendly space and opportunity for a modest increase in commercial floor area.

Recommendations for the Claremont Crescent Corridor and Swanbourne Station Corridor focus primarily on achieving safe, comfortable, legible movement networks and associated car parking that enhance the Local Centre Core.

A Special Control Area is recommended by the Draft Planning Study to guide future development in accordance with the vision, while allowing flexibility in design solutions to movement network and servicing issues. The Claremont Crescent Corridor and Swanbourne Station Corridor will require further detailed design work to achieve pleasant, highly-connected movement corridors serving the Local Centre and surrounds.

The Draft Planning Study sets out arrangements for redevelopment that will provide a higher standard of amenity and functionality for residents and businesses in the Precinct which aims to achieve a balanced approach to improving development opportunity at a scale which has some tentative support by local business proprietors, local residents and land owners.

The proposed built form outcomes respond to the height of the adjacent “The Beaumont” retirement village (three/four storeys) to the west along Claremont Crescent, and rising topography from the intersection of Claremont Crescent and Franklin Street to the rear of the shops (parking area) facing Saladin Street. The plan proposes up to four storey development (2-3 storeys above the existing heritage shops) fronting Claremont Crescent and Franklin Street (setback behind the heritage facades) and further setback to reduce impacts on the Saladin Street frontage. Built form proposals reduce to two storeys facing Rob Roy Street, and increase to three storeys behind the building line. Development to the east of “Rob Roy Lane”, is proposed to be setback in line with the prolongation of Rob Roy Street in order to maintain the existing rear parking area.

Development yield is not stated in the Draft Planning Study, however based on a proposed R50 coding and average unit size of 75m<sup>2</sup>, the land has the capacity to generate up to 50 additional dwellings. While not significant in number, the increase in development yield is minor and consistent with the expectations of the Town’s Housing Capacity Study in acknowledging the heritage characteristics of the locality which limit the extent of development and respond to the State government’s objective to provide infill development adjacent the railway station.

The Draft Planning Study acknowledges that parking may be accommodated on site, in shared parking areas via reciprocal arrangements and off-site public parking facilities including kerbside and other public parking areas. New development may rely on public parking facilities to service parking demand generated by financial contributions to the Town (cash-in-lieu of on-site parking) to fund the provision of parking and transport facilities generally in accordance with Council Policy.

During the preparation of the Draft Planning Study, Main Roads Western Australia (MRWA) announced its intention to replace the existing Congdon Street railway bridge to the west of the Swanbourne railway station which links Swanbourne and Cottesloe and has requested Council’s views on the redevelopment options for the bridge. The Planning Study acknowledges the importance of maintaining strong pedestrian linkages with the station and to the Cottesloe commercial area to the south of the railway, and indicates that improving connection with the southern side of the railway line was supported in principle. For further information on the Congdon Street bridge redevelopment, please contact MRWA.

## **Implementation**

The Planning Study proposes a number of planning tools to achieve the recommended development outcomes for the Local Centre. The recommended overarching approach is establishment of a Special Control Area with associated provisions under Local Planning Scheme No. 3 providing a basis for future detailed planning through establishing Local Development Plans which will be required prior to undertaking major redevelopment works. Local Development Plans will be required to consider and address such matters as the fine definition of development areas, refined parking and access solutions, development design around or over the sewer main line, retention of heritage building values, building height and other site-specific built form or land use controls that enhance development outcomes. Other associated requirements proposed to be established include the need for a traffic impact study and/or management strategy for any development introducing 20 or more dwellings to assist in assuring appropriate levels of service for residential access and parking. Built form design guidelines will also be required to provide more detailed guidance as to how built form can achieve the Special Control Area objectives. The guidelines should be used to inform preparation of Local Development Plans and will form the basis of a Local Planning Policy.

Each of these planning tools have associated formal consultation and adoption procedures. Upon conclusion of the current consultation process, Council will review all submissions received and consider whether or not to progress the associated recommendations through the formal planning processes to implement the planning tools to support the contemplated development in the precinct.

## FREQUENTLY ASKED QUESTIONS

---

### **What is the purpose of this Planning Study?**

Although not identified for the provision of additional housing under the Town's 2013 Housing Capacity Study, the Western Australian Planning Commission's "Perth Peel @ 3.5 Million" document stipulates that future residential development in the Perth Peel Region is to be accommodated within, amongst other locations, railway station precincts. The Planning Study therefore addresses State government planning expectations of the Town, while at the same time, responding to landowner aspirations within the precinct to sensitively provide for additional development opportunity.

### **What is a Local Planning Scheme No. 3?**

Local Planning Scheme No. 3 is a legally required planning document which provides the statutory provisions which stipulate land-use and development standards and requirements in the Town.

### **What are the *Planning and Development (Local Planning Schemes) Regulations 2015*?**

The *Planning and Development (Local Planning Schemes) Regulations 2015* are State controlled regulations which override a number of the Town of Claremont's Local Planning Scheme No. 3 requirements.

### **What is a Special Control Area?**

A Special Control Area can be established under the provisions of Local Planning Scheme No.3 and should include a Schedule (2) which identifies the location, purpose, objectives and specific development requirements for the locality.

### **What is a Local Development Plan?**

A Local Development Plan outlines the development requirements and expectations for a site or group of sites. A Local Development Plan is formal a strategic planning document prepared and adopted in accordance with State legislation under provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*. The Local Development Plan specifies site and development standards that will apply to development on the site.

### **What are Built Form Design Guidelines?**

These are specific development objectives and design requirements to address matters such as building height, setbacks, building façade treatments, private and communal outdoor space, and housing size and layout. These guidelines are best implemented through the preparation and adoption of a Local Planning Policy.

### **What is a Local Planning Policy?**

A Local Planning Policy is a planning tool which provides guidance on development requirements generally within a flexible planning framework which allows for the consideration of discretion providing the objectives of the policy are met.

### **What does an R-coding mean?**

Residential development density is measured as an R-code. The number assigned to the R-coding normally represents the number of dwellings to be accommodated within a hectare of land. This is more complex when it relates to apartments as the density is more commonly controlled through the size of dwellings compared to a plot ratio requirement (ratio of building compared to site area).

### **Will this affect traffic in the area?**

The expected additional 50 dwellings and limited commercial expansion resulting from the proposals is not expected to significantly impact on traffic generation in the locality, however any development proposing more than 20 dwellings will be required to submit a traffic impact study and/or management strategy.

### **What role can residents and businesses play in the planning process?**

You can consider the proposals and make your submission based on how you feel the Planning Study proposals will impact on you personally and the area as a whole.

### **Can residents or business proprietors discuss the proposals contained in the Planning Study with an officer at the Town?**

Yes. You are most welcome to discuss details with officers from the Town's Planning office. Please call the Town on 9285 4300 and you will be directed through to most appropriate person to answer your queries.

### **What happens next?**

Council has only endorsed the Draft Planning Study for the purpose of public consultation at this point. Once all submissions have been lodged and collated, a report with any recommended changes to the Planning Study will be submitted for Council for consideration. Any person who makes a submission on the proposals will be invited to attend the Council meeting and may present a deputation to Council, or ask further questions about the proposals directly to Council.