

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

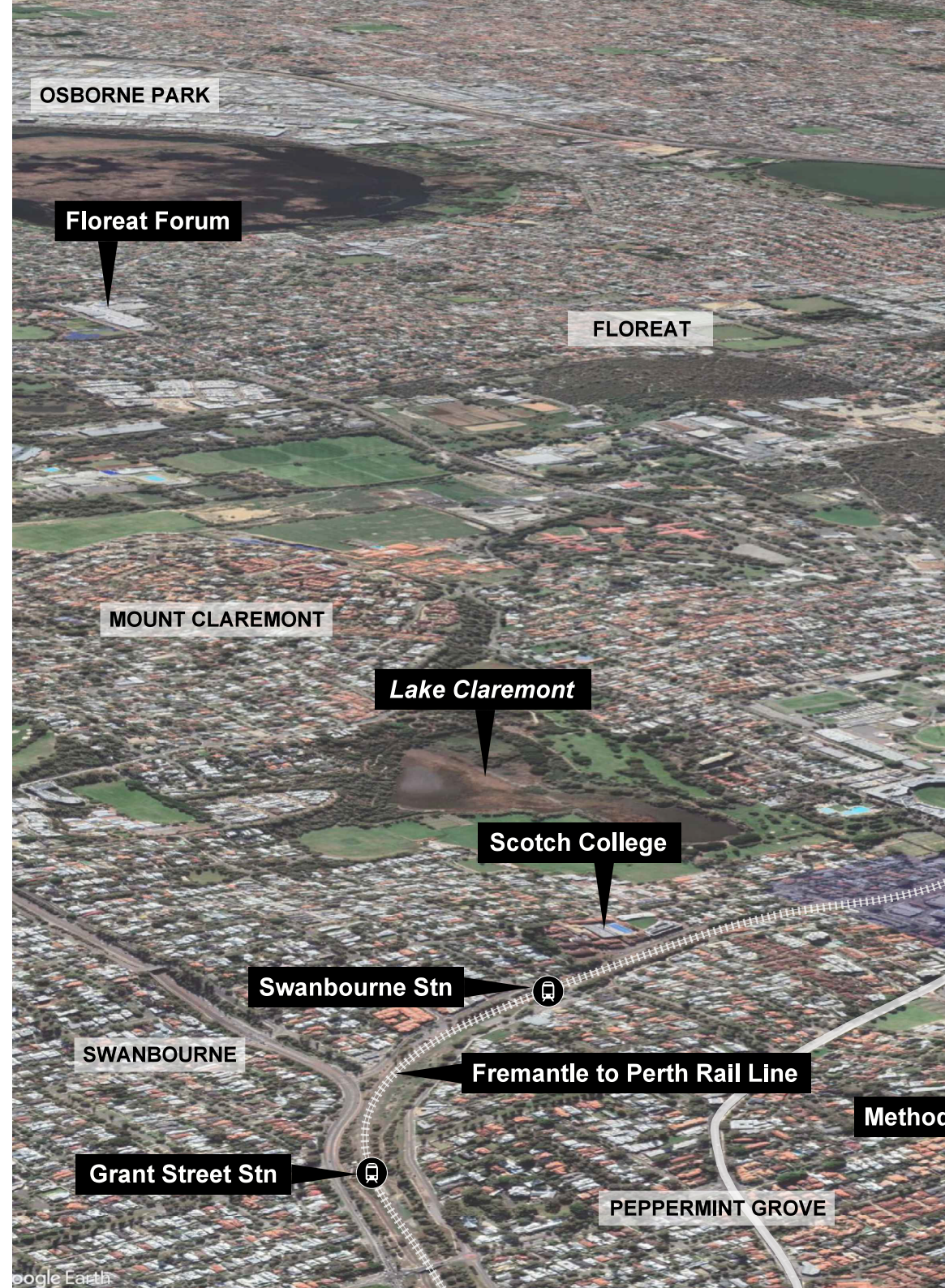
## 1.1 Context Analysis

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

Swan River

Shenton Park Stn

SHENTON PARK

Karrakatta Stn

NEDLANDS

University of WA

Loch Street Stn

Claremont Showgrounds

Claremont Showgrounds Stn

CLAREMONT

Claremont Stn

Stirling Highway

DALKEITH

SITE

Christ Church Grammar School

Bethesda Health Care

Westminster 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
<p>State Planning Policy 7.2 - Precinct Design (SPP 7.2) (February 2021)</p>	<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>
<p>State Planning Policy 7.3 - Residential Design Codes Volumes 1 (July 2021) and 2 (May 2019) (SPP 7.3)</p>	<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)	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.	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.
Container Deposit Scheme Infrastructure (September 2020)	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: <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>	There is one existing container deposit bag drop facility within the Town at the Claremont Showgrounds.  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.
Expenditure of Cash-in-lieu of Public Open Space (October 2020)	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.	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.

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 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.	<b>Figure 3</b>	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 (Draft Advertised as at May 2022)	Pending approval	<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 ‘village feel’ for Claremont Town Centre, and ensures that the unique character of the 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.

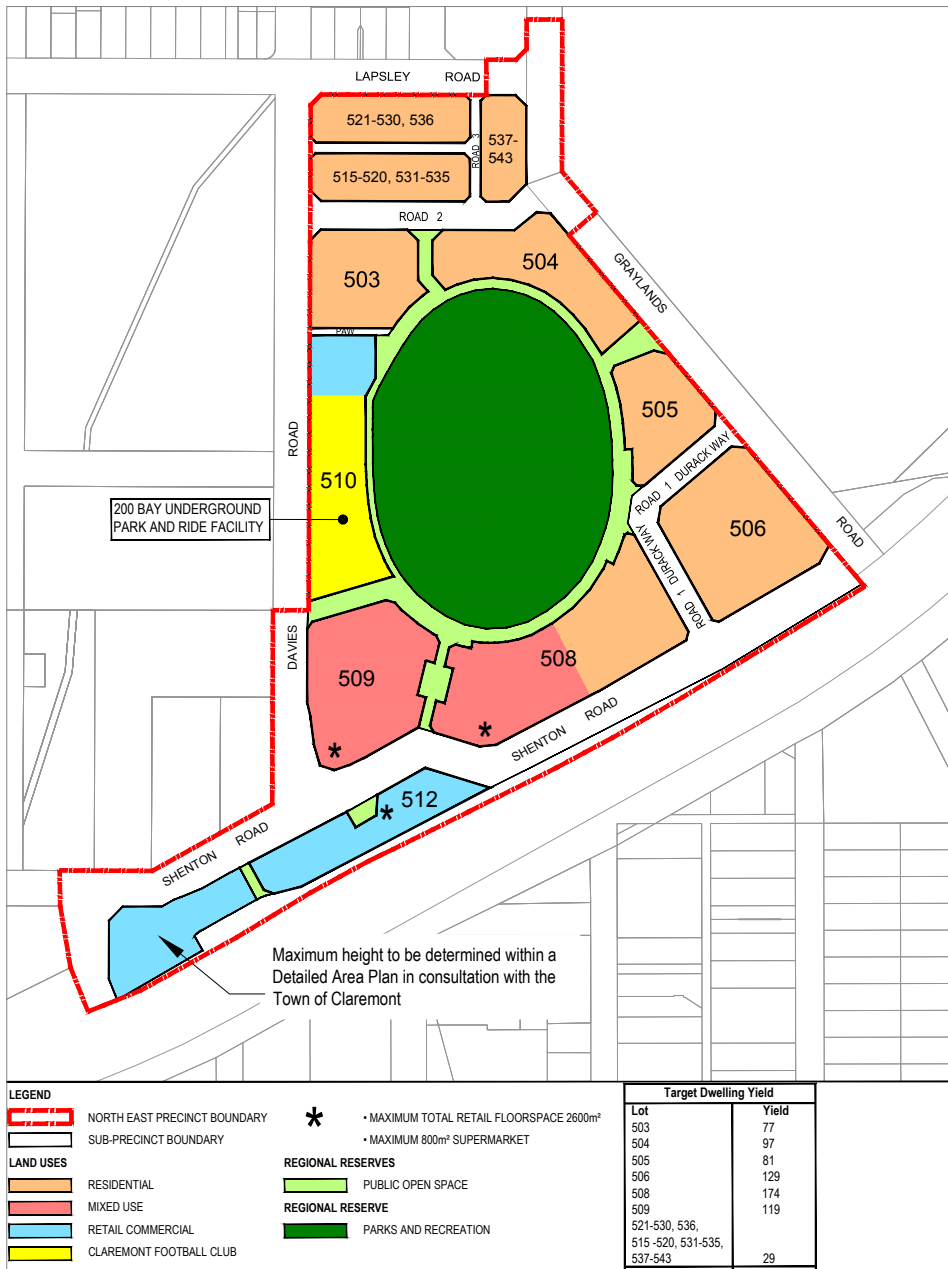


Figure 3: North East Precinct Structure Plan

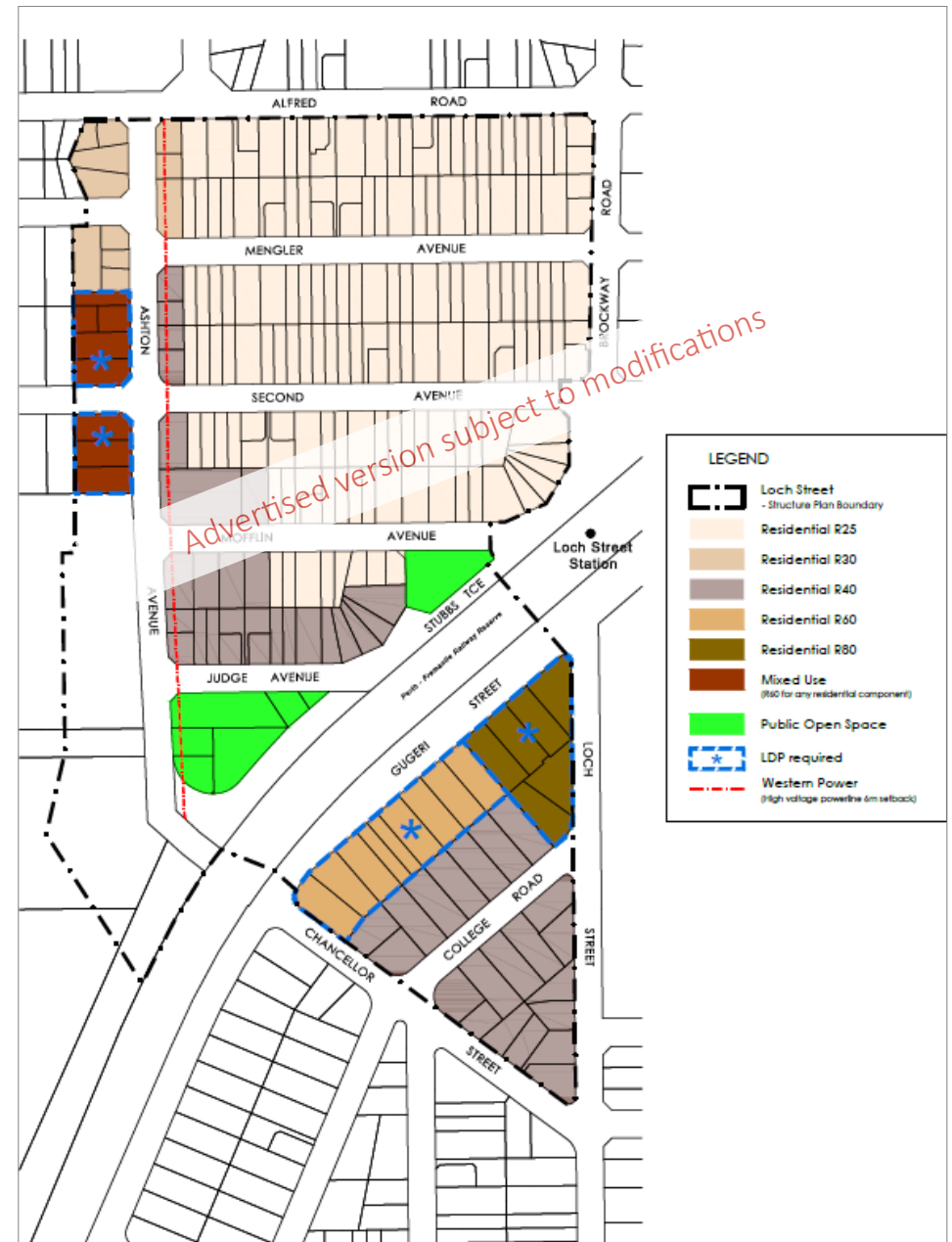


Figure 4: Advertised Loch Street Station Precinct Structure Plan - Subject to further review by the Town following consideration of the WAPC Statutory Planning Committee (SPC).

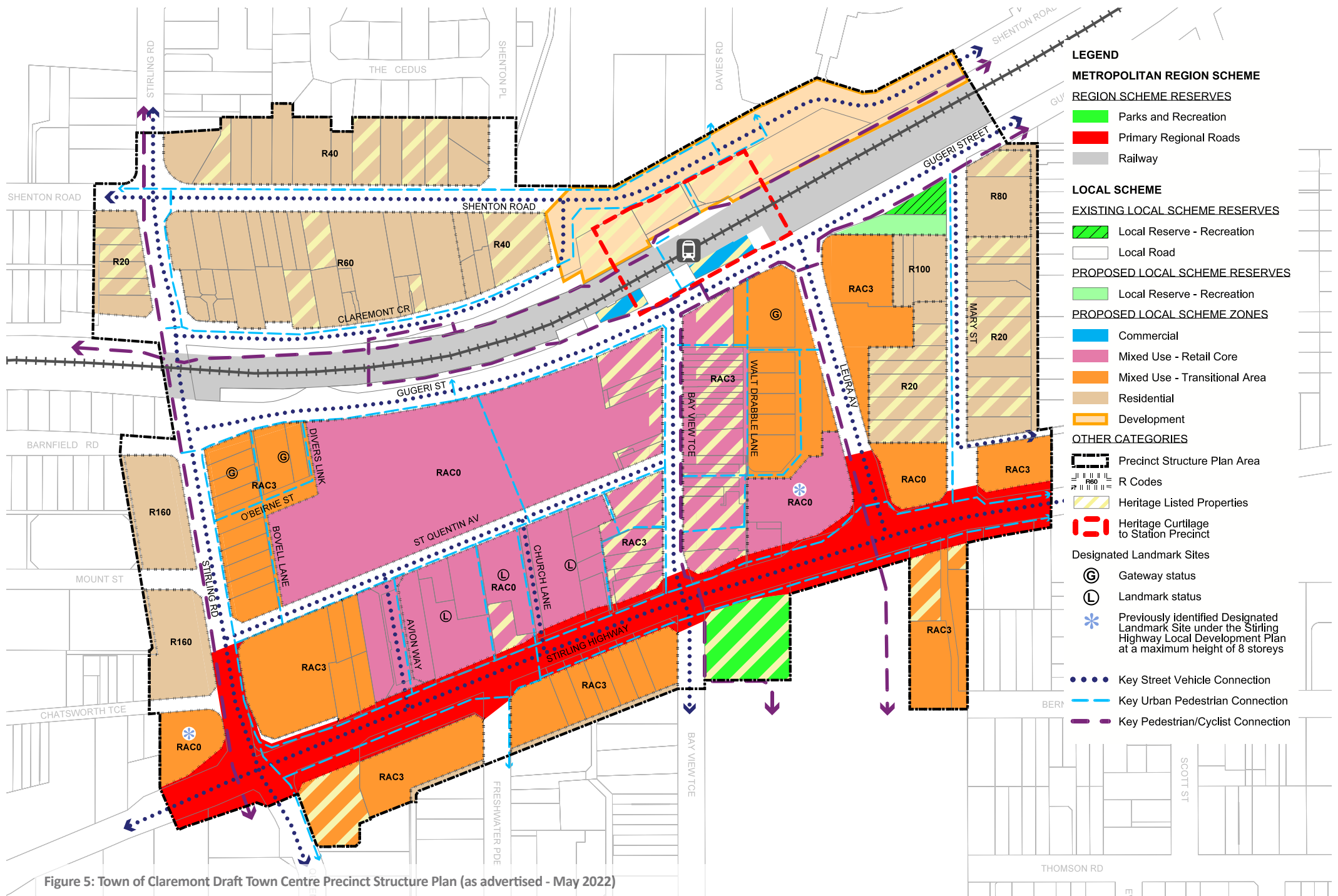


Figure 5: Town of Claremont Draft Town Centre Precinct Structure Plan (as advertised - May 2022)

### 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 Cultural Heritage Act 2021</i>	22 December 2021	<p>The <i>Aboriginal Cultural Heritage Act 2021</i> provides a modern 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 2021</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>
<i>Heritage Act 2018</i> <i>Heritage Regulations 2019</i>	18 September 2018 27 June 2019	<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.

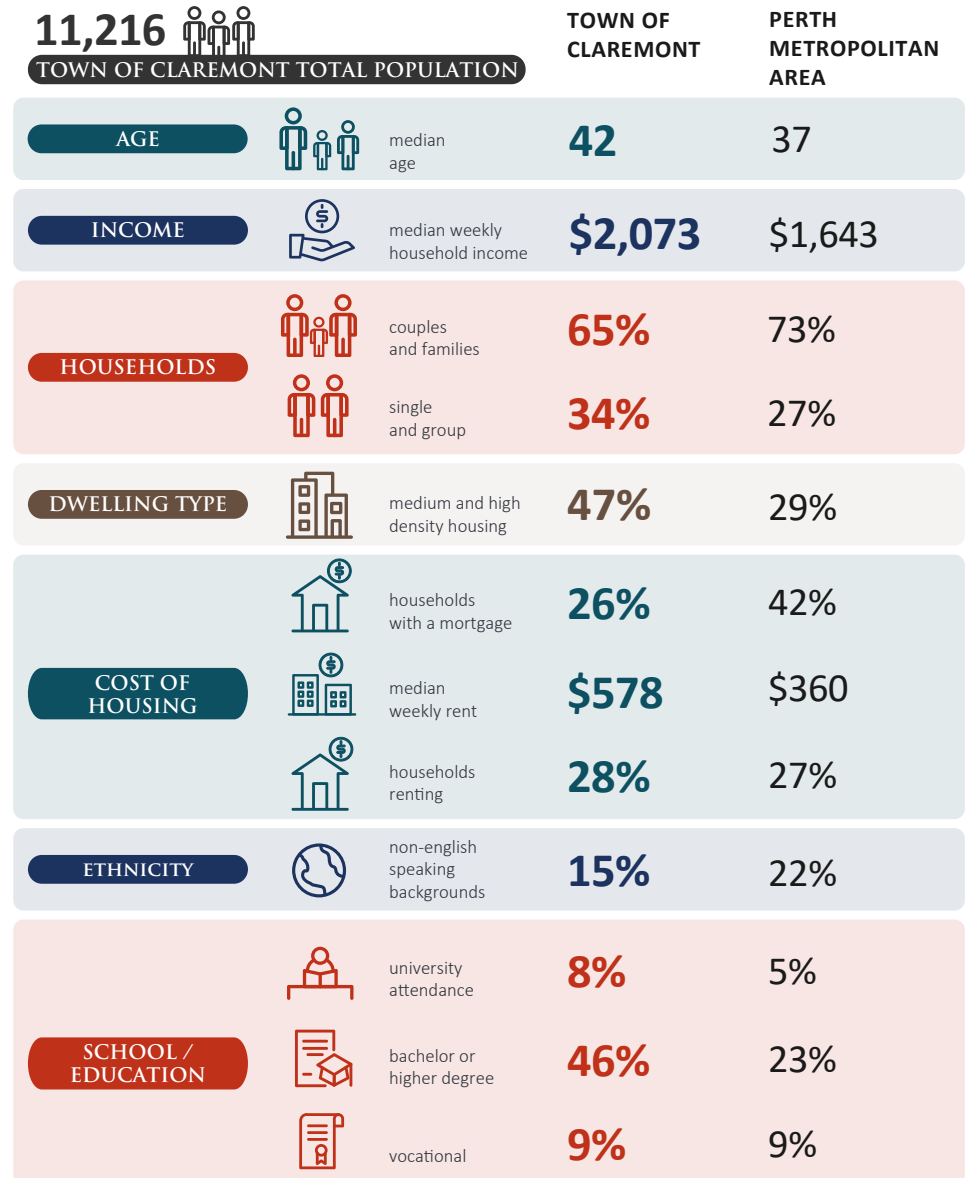


Figure 6: Demographic summary (2021)

#### 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
<b>Town of Claremont</b>	<b>10,631</b>	<b>11,216</b>	<b>12,669</b>	<b>13,417</b>	<b>14,012</b>	<b>14,600</b>	<b>+3,970</b>	<b>+1.28%</b>
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%

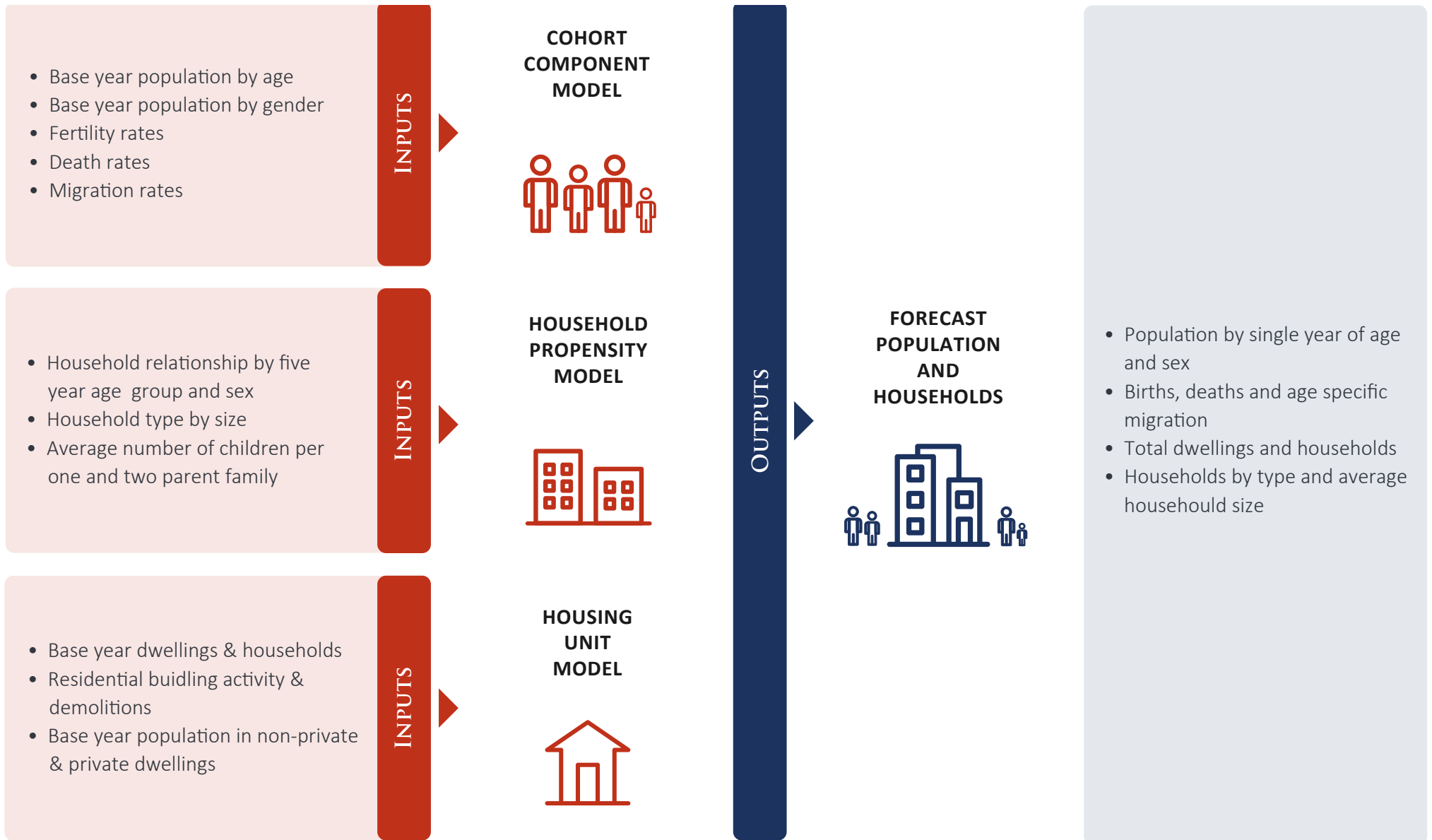
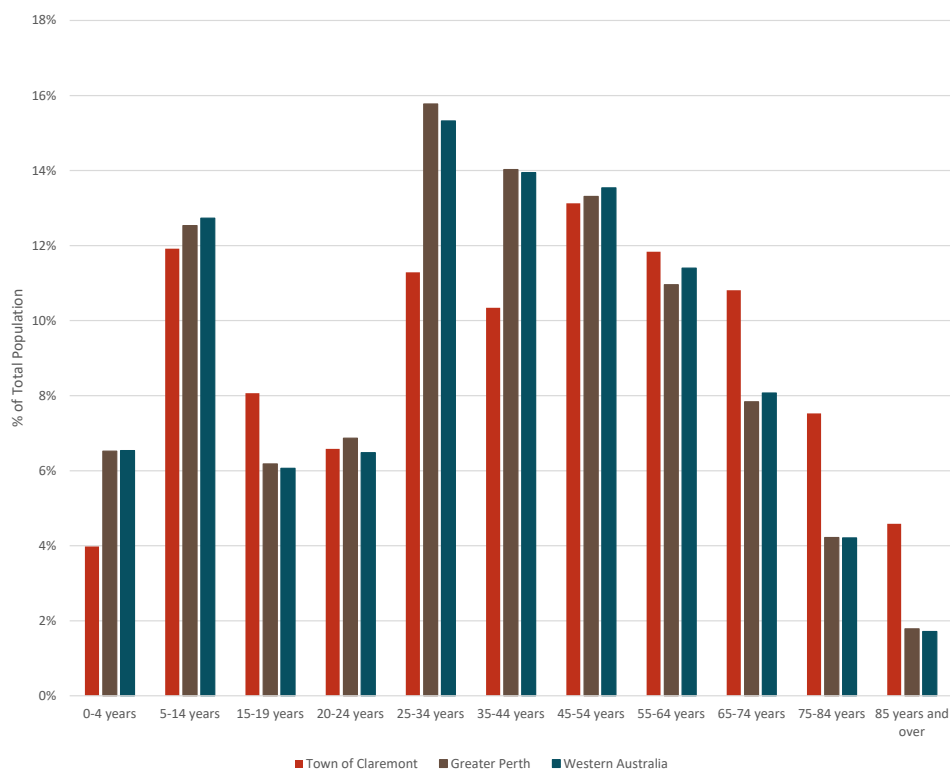


Figure 7: .id Population Forecast Modelling Process

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**.



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

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.

**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

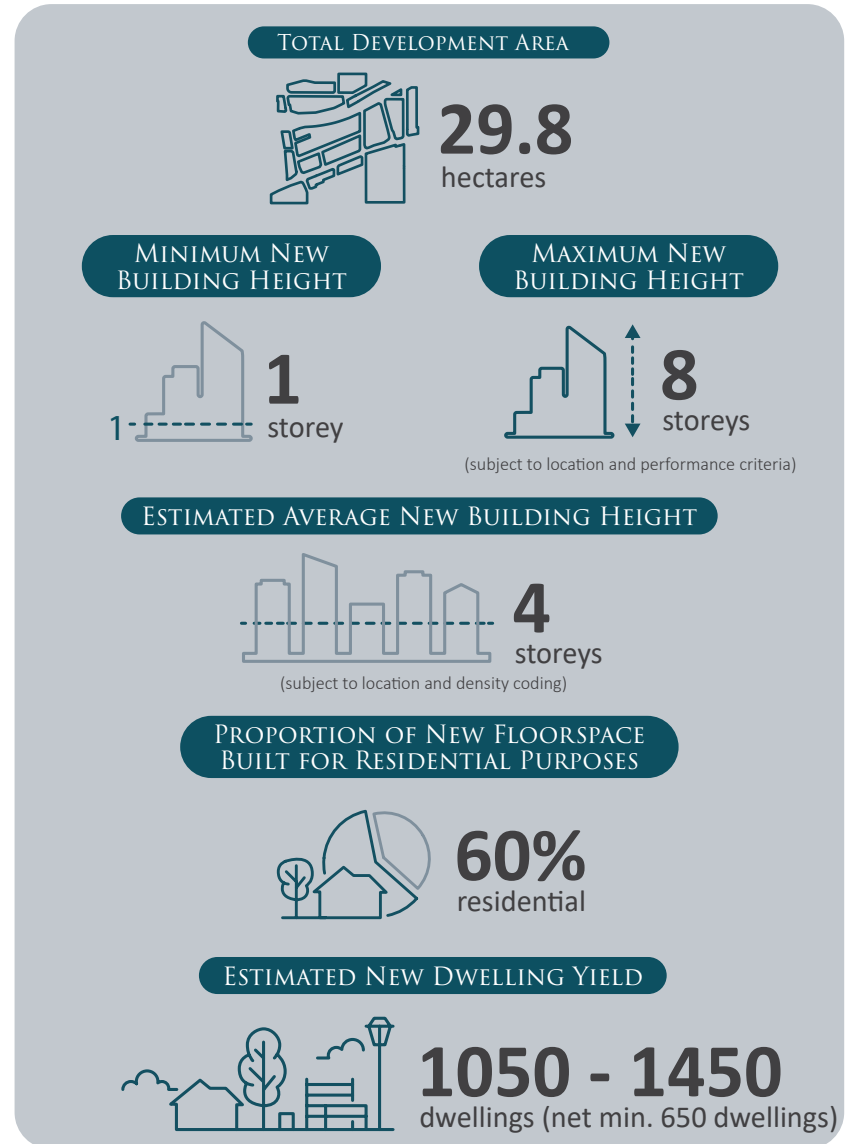


Figure 9: Key assumptions and projections for the Claremont Town Centre Planning Area, subject to the finalisation of the Claremont Town Centre Precinct Structure Plan.

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

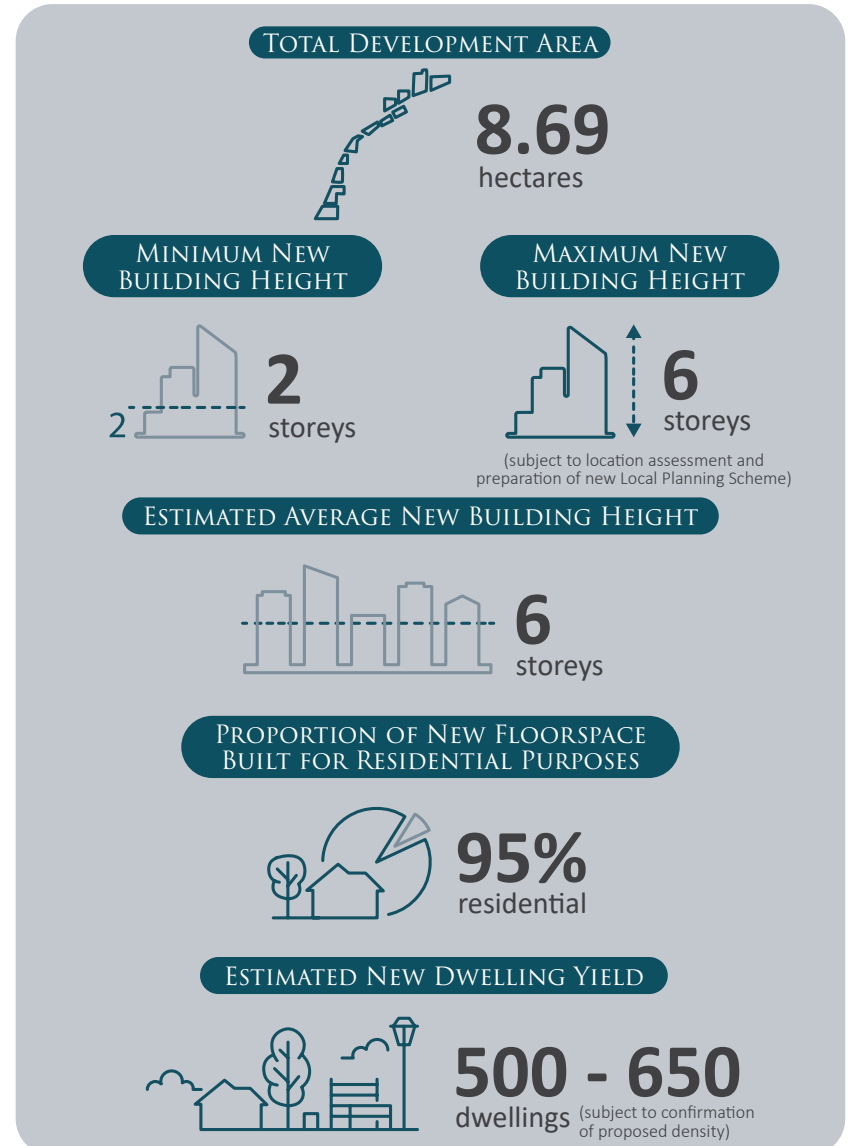
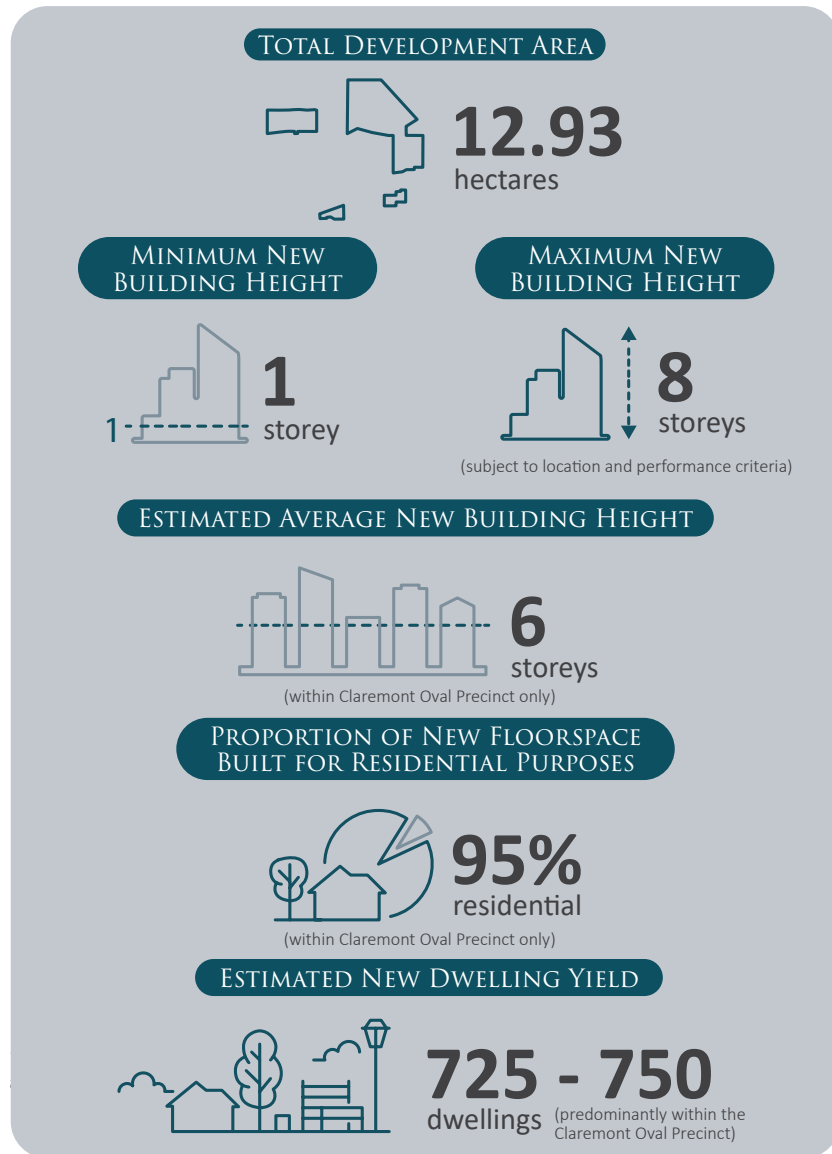


Figure 11: Key assumptions and projections for the Stirling Highway West Urban Corridor Planning Area, subject to the Stirling Highway Local Development Plan.

### 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

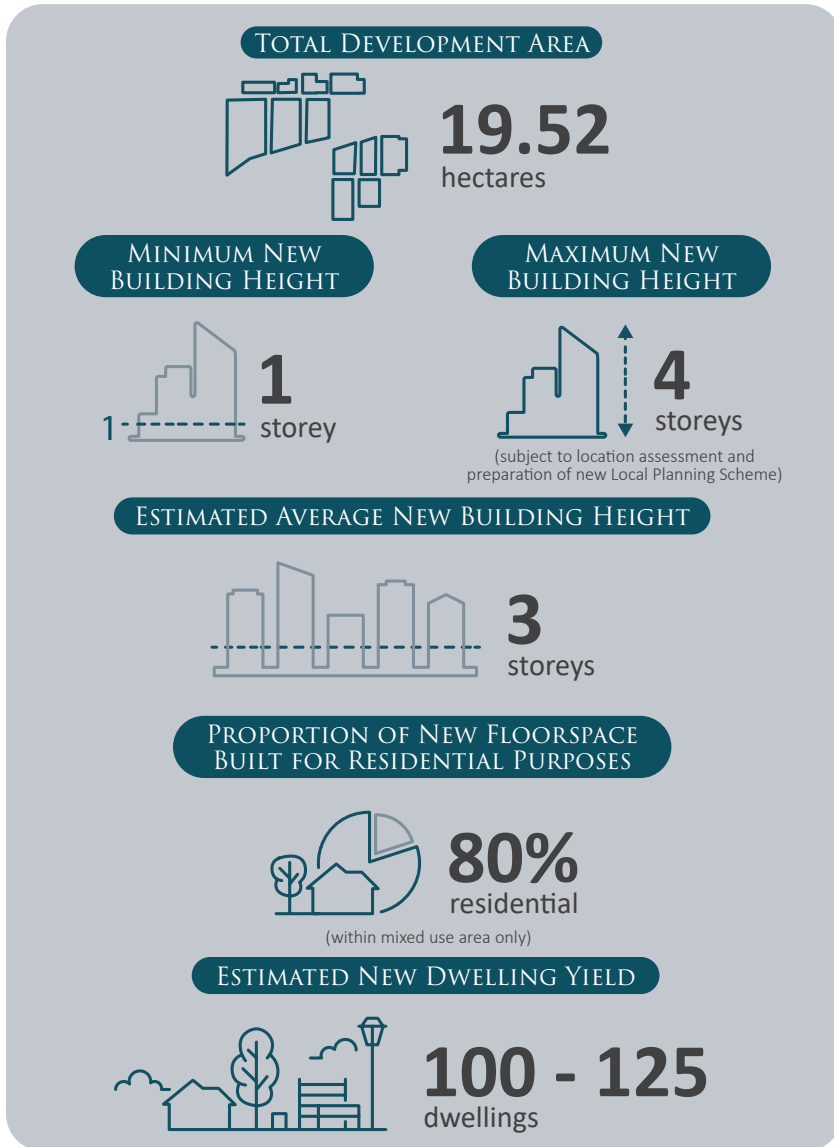


Figure 14: Key assumptions and projections for the Swanbourne Station Precinct Planning Area, subject to the incorporation into the new Local Planning Scheme.

## 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 Cultural Heritage Act 2021*: 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.

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, it's 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.

#### 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)

ROW's 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.